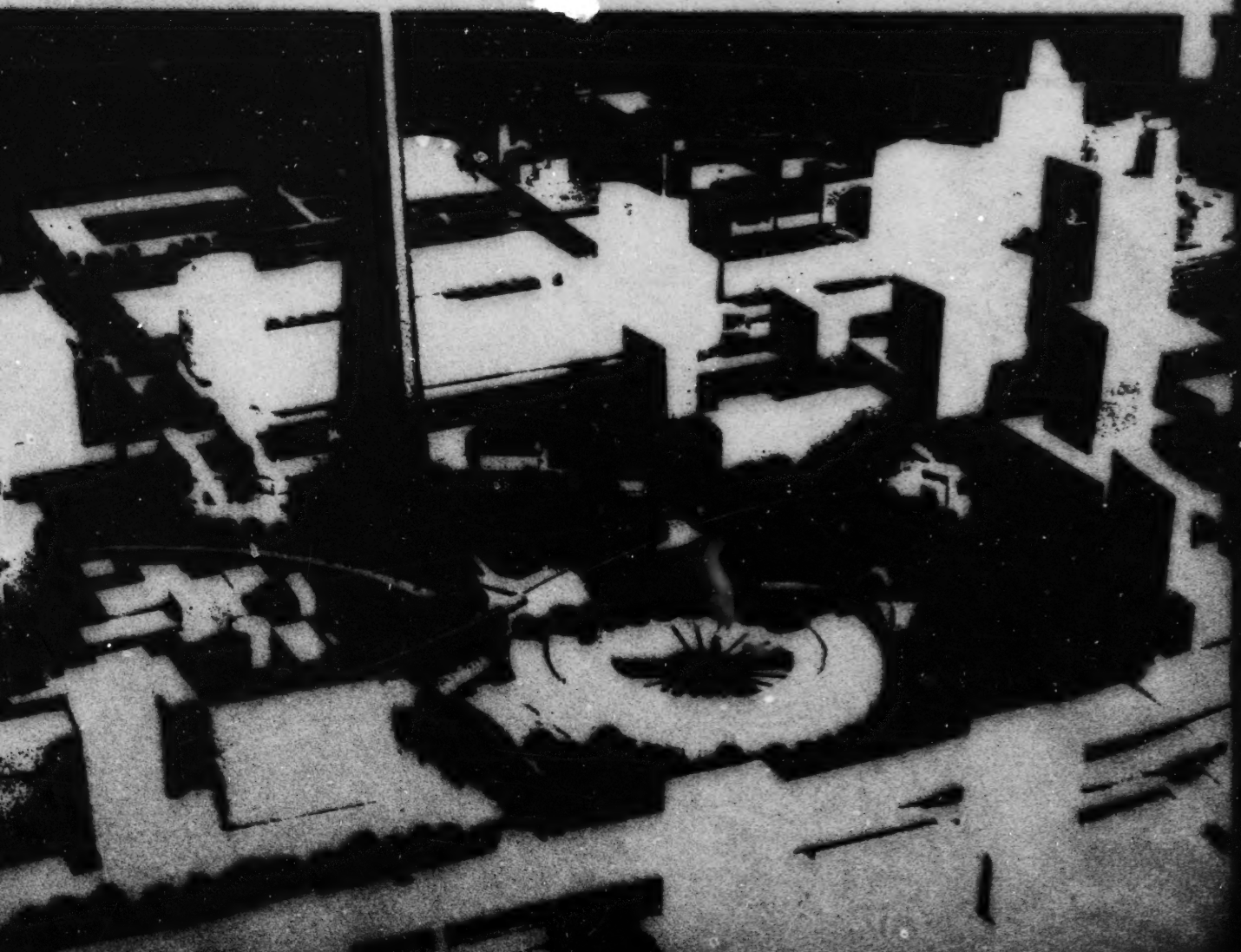
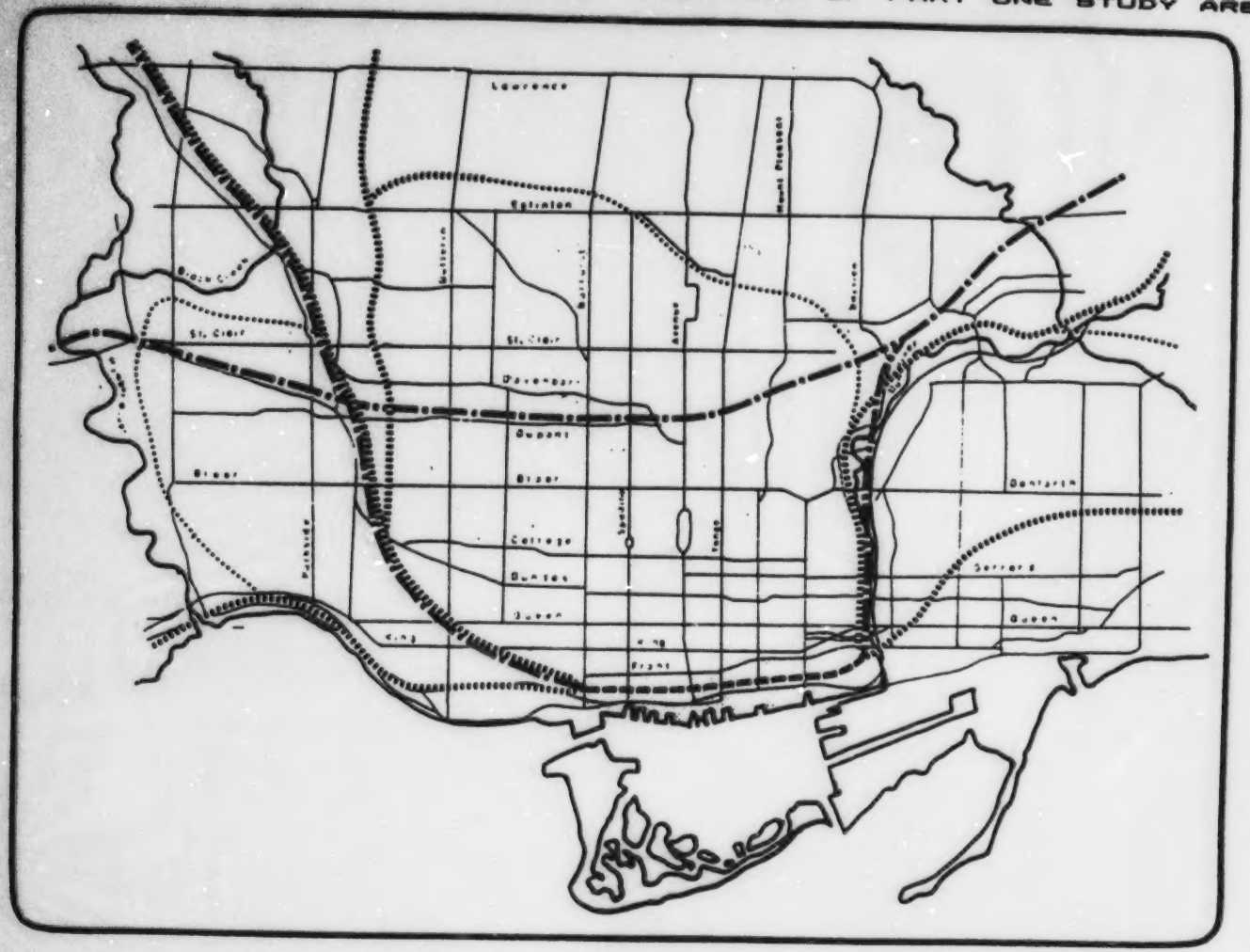
RAILWAY HERITAGE STUDY IN TORONTO · 2 ·



MAP ONE: LOCATION OF PART ONE STUDY AREA



CANADIAN NATIONAL RAILWAY (active track)
(abandoned track)

CANADIAN PACIFIC RAILWAY

TORONTO TERMINALS RAILWAY

UNION STATION STUDY AREA

BELT LINE STUDY AREA

CANADIAN PACIFIC MAINLINE STUDY AREA

G. ALLAN BURTON

68 Old Mill Road,
Toronto, Ontario.
M8X 1G8

December 1, 1984

Dear Mayor Eggleton:

I respectfully submit the Railway Heritage Study Part II on adaptive re-use of Railway buildings and landscapes. This wide ranging investigation looked at existing structures, railway rights-of-way, and proposed policies for their effective re-use in Toronto.

In the course of the study, we met with representatives of the railway companies, the development industry and government agencies dealing with heritage and found a remarkable degree of unanimity. Along with the feasibility analysis of the Roundhouse as a railway interpretive centre, this study culminates an examination of this significant part of our heritage. The recommendations of this study, if adopted by Council, would put Toronto at the forefront of effective legislation with Railway Heritage.

The feasibility analysis prepared by Barton Myers demonstrates convincingly that a Railway Interpretive Centre would be a popular public use and an outstanding heritage landmark in the Railway Lands. The structure would chronicle the contribution of railways not only to the history of Canada, but particularly to the evolution of Toronto and the Railway Lands. The centre's emphasis on showcasing Ontario's railway technology would also be a great asset.

During this study, my co-chairman, Warren Davis was unable to participate fully due to ill health. At his suggestion, however, staff of the Toronto Historical Board continued to be available for discussions with the consultants and provided useful input as the work proceeded.

I have considerable hope that you and your Council will support our policies and recommendations.

I look forward to your comments.

Yours truly,

G. Allan Burton

His Worship Mayor Art Eggleton,
Mayor's Office,
2nd Floor,
City Hall,
Toronto, Ontario.

TABLE OF CONTENTS

Letter of Transmittal

Table of Contents ..... (i)

Executive Summary ..... (v)

1. Introduction 1

1.1 Purpose 1
1.2 Background 1
1.3 Work Program 3

2. Planning for Railway Heritage 7

2.1 Evaluation of Historic Features 7
2.2 Significance Criteria for Structures and Landscapes 8
2.3 Management Options of Historic Features ... 10
2.3.1 Physical Retention 10
2.3.2 Mitigation 13
2.3.2.1 Retain Features 13
2.3.2.2 Demolition 15
2.3.2.3 Interpretation 15
2.3.2.4 Legislation 16

3. Railway Heritage In Toronto 21

3.1 Resources 21
3.1.1 Outside Railway Lands 21
3.1.2 Railway Lands 22
3.1.3 Other Sites 23
3.1.4 Ownership 23

3.2 Perception of Resources 24
3.2.1 City of Toronto 24
3.2.2 Railway Companies 25
3.2.3 Agencies Involved in Heritage Resource Management 26
3.2.4 Public 28
3.2.5 Trends in Planning Philosophy 29

3.3 Description of Selected Structures 29

4. John Street Roundhouse 33

4.1 Background 33
4.2 Rationale For A Railway Interpretive Centre 33
4.3 Ownership and Management 35
4.4 Barton Myers Associates Study 37
4.5 Further Action 39

5. Recommendations Regarding Railway Heritage 41

5.1 Recommendation #1 41
5.2 Recommendation #2 42
5.3 Recommendation #3 42
5.4 Recommendation #4 43

6. Appendices 47

6.1 Appendix A: Barton Myers Report ..... bound separately
6.2 Appendix B: Errata: Part One Study 47
6.3 Appendix C: Criteria for Selection of Structures on the Inventory 48
6.2 Appendix D: Railway Buildings on Toronto Historical Board List 50

7. Bibliography 53

MAPS

Map One: Location of Part One Study Area ..... following page 18

ILLUSTRATIONS

Figure 2.1
Former Grand Trunk Railway signal cabin, Cabin D, prior to being moved due to new track construction in the Railway Lands, 1984.(Globe & Mail photo) 5

Figure 2.2
Great Hall of Union Station undergoing cleaning and restoration work, 1984.(David Dennis photo) 6

Figure 3.1
Toronto harbour circa 1876 showing Grand Trunk yards and Union Station. The dock sites may have archaeological potential. (Metro Toronto Library photo) 19

Figure 3.2
Summerhill Liquor Store on Yonge Street, formerly North Yonge station of the Canadian Pacific is one major example of railway heritage sites outside the Railway Lands. (Historica Research photo) 20

Figure 4.1
Canadian Pacific John Street locomotive terminal and coach yard under construction in 1930. (Metro Toronto Library photo) 31

Figure 4.2
Canadian Pacific John Street roundhouse with Harbour Front in background, 1984. (David Dennis photo) 32

1. INTRODUCTION

1.1 PURPOSE

This study examines the heritage aspects and reuse potential of surplus railway lands and buildings in Toronto. Emphasis has been placed on those structures within the the Railway Lands and along the former Belt Line Railway. A proposed policy framework has been prepared for council consideration.

While the study was developed specifically for railway structures, the findings are applicable to a broader class of industrial buildings and structures.

1.2 BACKGROUND

Since the early 1960s the Canadian National Railway, Canadian Pacific Railway and Toronto City Council have considered several plans for commercial redevelopment of the railway yards south of Union Station. This area, known as the Railway Lands, consists of 80 hectares (200 acres) of track much of which has become redundant or obsolete. Independent of the Railway Lands development, the City is creating several urban bicycle trails in abandoned railway alignments and examining the feasibility of adapting the abandoned Canadian National Belt Line Railway through north Toronto for such a trail.

In January, 1983, the City of Toronto commissioned a Railway Heritage Study with financial assistance from Heritage Canada, Ontario Heritage Foundation and the Ministry of Citizenship and Culture. This report, called RAILWAY HERITAGE STUDY IN TORONTO and completed in April 1983, assessed railway heritage features within the City.

In March 1983, the City of Toronto at the Mayor's request appointed G. Allan Burton chairman and Warren Davis co-chairman of a committee to develop specific proposals and planning options as Phase Two of the RAILWAY HERITAGE STUDY. Staff assistance was provided by Ken Greenberg and David Dennis of the Urban Design Group of the City's Department of Planning and Development.

In September 1983, Mayor Eggleton addressed the Heritage Canada Annual Meeting on the subject of railway heritage. At approximately the same time, the RAILWAY LANDS, PART II: DEVELOPMENT CONCEPT was announced in which railway heritage was identified as a significant factor in the preparation of a plan for the Railway Lands.

1.3 WORK PROGRAM

The Phase Two Railway Heritage Committee met several times with Canadian National and Canadian Pacific representatives and other interested parties, undertook site visits and received reports. The committee suggested that the Canadian Railroad Historical Association study the John Street Roundhouse with a view to its adaptation into a railway interpretive centre. This study was received in August, 1983.

The Committee engaged the architectural firm of Barton Myers Associates to undertake a physical feasibility study for a proposed interpretive centre in the John Street Roundhouse. This report is bound separately as Appendix A.

Complete cooperation was received from the Canadian National, Canadian Pacific, Marathon Realty, Toronto Historical Board, Canadian Railroad Historical Association, and the Department of Planning and Development, City of Toronto.

2. PLANNING FOR RAILWAY HERITAGE

2.1 EVALUATION OF HISTORIC FEATURES

Age is not the only criterion for evaluating the historic significance of a feature. Design, location, function and historical association are additional methods of assessment. Therefore not all old buildings need to be, or should be saved. Rather, it is important to develop techniques by which Toronto can decide what features of the past are important and how they should be integrated into our present, and future, environment.

2.2 SIGNIFICANCE CRITERIA FOR STRUCTURES AND LANDSCAPES

Several evaluation systems exist for determining the heritage significance of buildings. Each is based on criteria that were developed to provide consistent standards when evaluating a large number of structures. Railway features are somewhat more specialized than residential or commercial buildings. For example, some railway features are non-buildings such as coaling towers, bridges and signals. Thus, unlike residential buildings, some railway structures may be evaluated specifically for their engineering significance.

2.3 MANAGEMENT OPTIONS OF HISTORIC FEATURES

Once a feature's significance has been determined, it is possible to apply meaningful management policies. Such policies can be divided into five options ranging from retention to removal of a structure. Physical retention is always the preferred method of managing a heritage feature. But some form of mitigation is often required when retaining the complete structure is impractical.

2.3.1 Physical Retention:

The first aim of managing historic structures is to maintain its current use. Failing that, the structure should be adapted for some other use. Only if the structure is of great historic significance should it be preserved as a historic site as this is generally an expensive option.

2.3.2 Mitigation:

2.3.2.1 Retain Features

When the complete structure cannot be used, there are a variety of ways of maintaining the memory of the structure. Parts of the building can be incorporated into new developments or placed in a museum. The site or feature can be photographed and drawn so that accurate records remain. An archaeological investigation can be undertaken.

2.3.2.2 Demolition

Demolition is an option for a site of heritage significance if physical retention is impossible. In such cases some other form of mitigation should also be undertaken. Some sites can be removed without further mitigation if evaluations of such sites indicate that they have low heritage significance.

2.3.2.3 Interpretation

Many people are unaware of the importance of some historic railway sites because the feature has never been explained. Interpretation of railway heritage through publications, exhibitions and plaques offers methods of presenting the issues to the public.

2.3.2.4 Legislation

Presently, railways are not restricted by any heritage legislation either provincially or federally. Changes are being proposed to the Railway Act that would provide recognition for historic railway structures.

3. RAILWAY HERITAGE IN TORONTO

3.1 RESOURCES

As an urban heritage resource, railways occupy a modest land area within Toronto. In the rail corridors, the relationship of railways to other urban facilities varies widely. Along portions of Front Street, rail facilities dominate the landscape. Elsewhere, for example in the Don Valley, the railway lines are a relatively minor component of the landscape. The report RAILWAY HERITAGE STUDY IN TORONTO [hereafter PART ONE STUDY], identified a variety of these structures and their settings.

Two landscapes are of principal interest, the former Belt Line Railway and the Railway Lands. The Belt Line Railway is an abandoned Canadian National Railway right-of-way extending from the Don Valley near Bloor to the Canadian National near Eglinton and Castlefield. The Railway Lands, south of Union Station, are the railway coach yards of the Canadian National and Canadian Pacific Railways and have been the object of redevelopment proposals since the mid-1960s. Since the PART ONE STUDY was completed, the Canadian Pacific John Street Roundhouse in the Railway Lands has become the focus of special interest as a possible railway interpretive centre. This issue is addressed separately in this report. Significant isolated features are scattered throughout the City, particularly along the Canadian Pacific mainline through north Toronto [See Map One]. Most heritage railway resources in Toronto are owned either by the railways or by the City.

3.2. PERCEPTION OF RESOURCES

3.2.1 City of Toronto:

In 1974 City Council made a major commitment to railway heritage when it recognized the importance of Union Station in any future planning of the Railway Lands. The current plans for reuse of the yards has again focused attention on railway heritage. As a result, the City has proposed that

vestiges of the railway era should be preserved with the John Street Roundhouse being the main focus of attention.

Twice in 1983, Mayor Eggleton publicly announced his support for the preservation of railway heritage structures. One announcement occurred at the time of the destruction of West Toronto Station while the second was made at the 1983 Heritage Canada Annual Meeting in Toronto.

City planners hope to incorporate the "Belt Line Railway" into the open space developments within the City. This activity provides a sympathetic reuse of heritage property.

3.2.2 Railway Companies:

The Canadian National and Canadian Pacific Railways desire to develop redundant railway yards in downtown Toronto into profitable commercial ventures. These properties have become available for redevelopment as a result of changing rail passenger requirements and the creation of new yard facilities in the suburbs. Nevertheless the companies wish to satisfy the public's desire to retain historic and heritage features where possible.

3.2.3 Agencies Involved in Heritage Resource Management:

Several agencies involved in heritage resource management have examined to varying degrees the issues of railway heritage in Ontario. For example Parks Canada has recommended that several stations across Canada be recognized for their historic importance. The Ontario Ministry of Citizenship and Culture is developing guidelines for the preservation of railway stations.

The Heritage Canada Foundation and the Ontario Historical Society have been active in railway heritage preservation. Local Architectural Conservation Advisory Committees (LACAC) have attempted, with some successes and failures, to preserve and reuse significant railway buildings.

3.2.4 Public:

The general public has always been interested in railway attractions such as museums, books and

exhibitions. There are also a great number of railway enthusiasts.

3.2.5 Trends in Planning Policy

Overall, current trends are for preservation options to be integrated into urban planning concepts. Several Provincial acts now require that heritage features be addressed in official plans and environmental assessments. Preservation is increasingly being accepted as a necessary kind of resource management within the planning function.

3.3 DESCRIPTION OF SELECTED STRUCTURES

The following structures meet the planning criteria established in Section 2 and were examined by this Railway Heritage Committee.

John Street Roundhouse Group of Structures
The John Street Roundhouse, coaling tower and water tower were thoroughly studied for reuse as a railway interpretive centre. A consultants study reported positively on this reuse and the findings are described in Section 4.

The car repair shop within the complex was judged to be of heritage significance but lies in the path of the proposed Esplanade. Mitigative steps could include the acquisition of significant equipment from the shop for inclusion in the proposed railway interpretive centre.

Spadina Roundhouse Complex
This group of structures is slated for removal except for portions of the roundhouse. The track bays to be retained would provide the backdrop for a unique urban space terminating the eastern vista of the proposed Esplanade. Mitigative action for the building could include the acquisiton of significant equipment.

Yard Structures
Cabin D, the earliest railway structure in the railway lands, was moved to the John Street Roundhouse for eventual inclusion in the railway interpretive centre. The move was undertaken by the City in cooperation with the Toronto Historical Board, Canadian Pacific, Canadian National and the Toronto Terminals Railway. Other yard structures slated for removal should be evaluated for their significance and suitable mitigation be provided on a structure by structure basis.

North Toronto Station
The heritage features of this fine structure completed in 1916 by the Canadian Pacific Railway are somewhat obscured at the present time. The building has an ornate interior volume above the dropped ceiling in the Liquor store. The outside has suffered from piecemeal removal of decorative elements. The L.C.B.O. or some other public agency should work together with the owner, Marathon Realty, to refurbish the building.

4. JOHN STREET ROUNDHOUSE

4.1 BACKGROUND

The concept of an interpretive centre for rail transportation in downtown Toronto has been studied on several occasions. Most recently, in 1983, the Canadian Railroad Historical Association [hereafter the CRHA Study] had a feasibility study prepared for such a facility in the John Street Roundhouse.

4.2 RATIONALE FOR A RAILWAY INTERPRETIVE CENTRE

The CRHA Study outlined three concepts for the facility that created a much wider rationale for the project than simply a museum. Thus it is more appropriate to refer to the facility as a "Railway Interpretive Centre".

The first function of the Centre would be to interpret Ontario's railway heritage in an entertaining and educational manner. Second, the facility could be a showcase to the public and prospective buyers for new railway technologies. Third, the Interpretive Centre could be used in conjunction with the convention centre to host rail equipment shows.

The proposed Railway Interpretive Centre in the John Street Roundhouse would also complement the other tourist facilities of Harbourfront and the CN Tower.

4.3 OWNERSHIP AND MANAGEMENT

Presently, the John Street Roundhouse is owned by the Canadian Pacific. It is anticipated that the building will be transferred to the City as part of land exchanges required eventually for the implementation of the Railway Lands concept.

No preferred management option has been identified. Since the Railway Interpretive Centre would likely

cover the province and not just Toronto, possible managers would include the City and Province through a new agency of the Provincial Government, a branch of the National Museums of Canada, a private corporate museum formed by the railway companies, or a public foundation. This aspect of the proposed Centre requires further investigation.

4.4 BARTON MYERS ASSOCIATES STUDY

The Railway Heritage Committee retained the architectural firm of Barton Myers Associates to undertake a physical feasibility study using the CRHA Study as a point of departure. [See Appendix A]

The final report of the study proposes two concepts. The first (Concept A) consists of renovating the existing building to museum standards. Concept B, which follows from the first, is to construct a glass rotunda over the turntable to increase the display area and operating efficiency of the facility.

The overall design creates a bold and exciting environment for interpreting railway heritage. Such a design is essential if the building is to fit in with the quality and scale of the Railway Lands development. Pending such a major decision, the consultant identified a cost of $140,000 for the immediate steps necessary to stabilize the building for future use. Concept A would cost up to $12 million while the addition of the turntable rotunda, Concept B, would cost an additional $7 million.

4.5 FURTHER ACTION

Research to date indicates that the John Street Roundhouse could physically house a Railway Interpretive Centre. This function would be the most appropriate use for the historic structure. To date, most of the impetus for the Centre has come from the City. Now, the concept has advanced to a point where a wider group of organizations must become involved.

The key questions that still need to be answered are how will the facility be financed and who will manage it? A management/marketing feasibility study should be conducted with these questions in mind.

5. RECOMMENDATIONS REGARDING RAILWAY HERITAGE

As a result of the studies made by the Railway Heritage Committee, the following guidelines are recommended for future action by the City.

5.1 RECOMMENDATION #1

"That opportunities for heritage preservation be maximized in the redevelopment of the Railway Lands."

5.2 RECOMMENDATION #2

"That the John Street Roundhouse be preserved, that its acquisition by the City of Toronto from Canadian Pacific be pursued and that attention be given as soon as possible to its stabilization."

5.3 RECOMMENDATION #3

"That a steering committee comprising representatives of the appropriate City, Provincial and Federal agencies and railway companies be established to explore further the planning of a railway interpretive centre in the John Street Roundhouse as proposed in the Barton Myers Associates Report."

5.4 RECOMMENDATION #4

"That the City of Toronto actively continue its approach to the preservation of railway heritage with:"

Policy (i)
"a further report from the Toronto Historical Board with respect to the development of a complete inventory of all railway structures and landscapes in the City including policies for their preservation and future management and that such a report include information on the relevant costs."

Policy (ii)
"a further report from the Toronto Historical Board to be prepared in cooperation with the Ontario Ministry of Citizenship and Culture concerning the archaeological potential of significant railway heritage features and that such a report include information on the relevant costs."

Policy (iii)
"the reuse of appropriate Belt Line lands for recreational purposes utilizing opportunities for the documentation and interpretation of railway heritage features."

1. INTRODUCTION

1.1 PURPOSE

This study examines the future of properties no longer required for railway purposes, or lands that would soon join that category. Attention has focused on these structures' importance as visual landmarks; their cultural significance; restoration, renovation and reuse potential, particularly for recreational or commercial reuse; and their potential for integration into emerging plans such as the Railway Lands and GO ALRT. The Part Two Study also proposes a policy framework for Council's consideration. (*)

Railway structures and landscapes are one component of Toronto's urban landscape and part of the much larger category of industrial structures. Although industrial structures are not yet appreciated to the same degree as residential and commercial buildings, an increasing number of Toronto's industrial heritage is being preserved through the recognition, rehabilitation and reuse of old factories and warehouses. A successful examples is the Terminal Warehouse at Harbourfront. Yet there is still a general unawareness on the part of the public of the heritage significance of industrial sites and their reuse potential. Many structures are disappearing due to a lack of appreciation. While this report is a detailed planning study of railway heritage, the principals contained here can be applied to the wider group of industrial structures in the City.

1.2 BACKGROUND

Since the 1960s the Canadian National and Canadian Pacific Railways and Toronto City Council have considered several plans for the commercial redevelopment of the railway yards south of Union Station. This area, known as the Railway Lands, consists of 80 hectares (200 acres) of yards that have become redundant or obsolete.

The original railway concepts outlined in a 1968 report entitled THE METRO CENTRE DEVELOPMENT PLAN AND PROGRAM: A STUDY FOR THE DEVELOPMENT OF CANADIAN NATIONAL AND CANADIAN PACIFIC RAILWAY LANDS IN CENTRAL TORONTO. Public disquietude generated by this proposal led to the demise of the concept by the end of 1974. Several issues contributed to failure of the "Metro Centre Plan" but a principal issue was the Plan's proposal to remove Union Station.

---

* summarized from "Executive Committee Report to Council", March 7, 1983

As a result of citizens' interest in retaining Union Station, City Council in September 1974, adopted a recommendation to preserve the station as the main transportation centre in Toronto. This action may be taken as a turning point in the perception of railway structures as heritage features in Toronto.

In the late 1970s the City planning Department prepared a series of goals and objectives to guide development of the Railway Lands, as the tracks between Bathurst Street and Yonge Street have come to be known. These goals and objectives, adopted by City Council in June, 1978 mention heritage in an oblique manner but did focus on the specific structures of Union Station and Fort York. As well, provision for parkland and recreational facilities were noted. (*)

City planning for the Railway Lands accelerated in early 1982. To ensure that heritage had been adequately assessed, the City in January, 1983, with financial assistance from Heritage Canada, Ontario Heritage Foundation and the Ministry of Citizenship and Culture, commissioned a study entitled, RAILWAY HERITAGE STUDY IN TORONTO. This study assessed heritage railway resources within the Railway Lands. In order to provide a historical context for the Railway Lands the study examined railway heritage throughout the City. In particular, the planning department was interested in the feasibility of developing the former Belt Line Railway as a recreational trail. The report was prepared by Historica Research Limited and submitted in April, 1983 and is referred to in this study as the Part One Study.

In March, 1983, the City of Toronto at the Mayor's request appointed G. Allan Burton chairman and Warren Davis co-chairman of a committee to provide specific guidelines and recommendations resulting from the Part One Study. This report is the conclusion of the second, or Part Two, study. Staff assistance was provided by Ken Greenberg and David Dennis of the City's Urban Design Group of the Department of Planning and Development.

In September, 1983, Mayor Eggleton addressed the Heritage Canada Annual Meeting in Toronto on the subject of railway heritage. At approximately the same time, the RAILWAY LANDS, PART II: DEVELOPMENT CONCEPT was announced in which railway heritage was identified as a development constraint.

---

* City of Toronto, RAILWAY LANDS PART II: DEVELOPMENT CONCEPT, Sept. 1983, Appendix 2, B4, B14, B15, B16, B17, C8.

1.3 WORK PROGRAM

Two geographic areas were the attention of detailed study by the Railway Heritage Committee. The largest area was the Railway Lands. The other study area was the former Belt Line Railway extending from the Don River Valley near Bloor Street, north-westward to the Canadian National near Eglinton and Keele.

The Committee met with various interested parties. The initial meeting of the Committee occurred with the Mayor to review the terms of reference. A subsequent meeting was held with planners to review Railway Lands developments. The Chairman held several informal but crucial meetings with representatives from the Canadian National and Canadian Pacific Railways.

The Committee conducted site visits of the Railway Lands and the former Belt Line Railway and received various reports. The Committee suggested that the Canadian Railroad Historical Association study the the John Street Roundhouse with a view to its feasibility as a railway interpretive centre. This study was completed in August, 1983.

Following a review of that report, the Committee engaged the architectural firm of Barton Myers Associates to undertake a physical feasibility study for the proposed interpretive centre. This report was completed in March, 1984 and is bound separately as Appendix A.

Many people and organizations contributed to the preparation of this report. The Committee would like to specifically acknowledge the complete cooperation of the Canadian National and Canadian Pacific Railways, Marathon Realty, the Toronto Historical Board and the Department of Planning and Development, City of Toronto. The report was compiled for the Committee by Christopher Andreae.

Figure 2.1

Former Grand Trunk Railway signal cabin, Cabin D, prior to being moved due to new track construction in the Railway Lands, 1984.
(Globe & Mail photo)

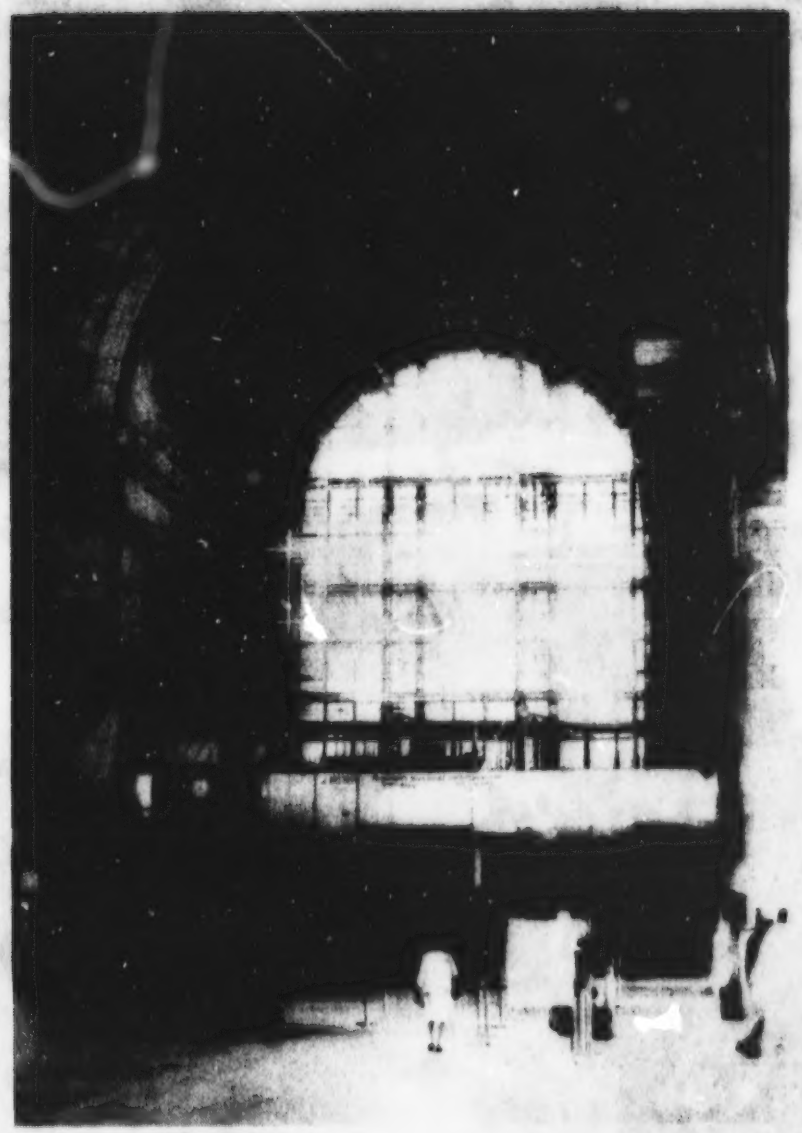


Figure 2.2

Great Hall of Union Station undergoing cleaning and restoration work, 1984.
(David Dennis photo)

2. PLANNING FOR RAILWAY HERITAGE

2.1 EVALUATION OF HISTORIC FEATURES

Age is not the only way to evaluate the historic significance of a feature. Design, location, function and association with historic people and events are additional means of assessment. Evaluation of heritage sites is essential if one is to produce meaningful management practices.

Not all historic sites can be saved, nor should they. We live in a continually changing society and must decide what features of the past are important and how they should be integrated into our present, and future, environment.

The difficulty of evaluating a feature depends upon the design complexity of the structure and the availability of information relating to the structure. Methodologies for the evaluation of historic buildings have been written and the Toronto Historical Board has developed criteria for its inventory of buildings (*).

Evaluation procedures have been developed for residential and commercial buildings. Most industrial structures, which include railway structures, have not been subject to the same degree of study. While of interest in residential buildings, attributes such as structural design, materials, and manufacturing processes are often of much greater significance in industrial structures.

A particular problem in evaluating industrial structures is that some features are non-buildings (sometimes called superstructures) such as bridges, coal towers and signals. One methodology for evaluating non-building structures is found in ONTARIO HERITAGE BRIDGE PROGRAM: INFORMATION PACKAGE (August, 1983), prepared by the Ministry of Citizenship and Culture and Ministry of Transportation. Although the publication covers methods of evaluation for road bridges, the theory can be applied to railway structures.

---

* Toronto Historical Board Criteria are described in Appendix C. Other examples are:

Harold Kalman, THE EVALUATION OF HISTORIC BUILDINGS, Parks Canada, 1979.

Ontario. Ministry of Citizenship & Culture, GUIDELINES ON THE MAN-MADE COMPONENT OF ENVIRONMENTAL ASSESSMENTS, by John Weiler, 1981.

Some structures should be evaluated in context of their setting, or landscape. Such landscape evaluations require assessing how a feature, or features, creates distinctive or typical landscapes of historic eras. Usually structure evaluation techniques can be modified to apply to landscape features. For example an abandoned railway right-of-way can, in some cases, be a landscape feature. The degree to which it represents a historic feature can be evaluated from the sharpness curvature, steepness of gradient and width of the earthworks since these characteristics varied over time and from company to company.

Another feature of many industrial buildings is that the process of manufacturing or repair may be as, or more significant, than the structure itself. For example, within buildings in the Railway Lands are lathes, air compressors, coal handling machinery, drop pits and a variety of other locomotive repair and service equipment. Some of this equipment may be of significance for reasons such as age, or function. The workings of the equipment have in some cases influenced the design of the buildings. Thus understanding the process that occurred in a building creates a new historical significance of machinery in context to the structure.

2.2 SIGNIFICANCE CRITERIA FOR STRUCTURES AND LANDSCAPES

The basis of any structure or landscape evaluation is to determine criteria that will be used to measure the significance of a site. A feature's significance can be assessed because of its architectural / engineering interest and/or its association with famous people or events. A structure can also be judged by its importance in creating a distinctive landscape. The usefulness of a structure is an important criteria that relates to the future management options for the structure. Usefulness has not been outlined in this section but relates to the management options of Section 2.3.

The Toronto Historical Board has developed a set of criteria for preparing an inventory of buildings in Toronto. If the Board proposes to consider industrial structures in general, and railway structures in particular, the only significant omission is the lack of reference to processes that occurred in such facilities. The following descriptions are a modification of the Board's criteria in order to apply more closely to railway structures.

ARCHITECTURAL/ENGINEERING SIGNIFICANCE

i. Old structure: pre 1900 structure (ie. pre-dating a major rebuilding period of Canadian railways)
-Signal Cabin D at Bathurst Street, circa 1895 is an example.

ii. Good/typical design or planning (material, technological innovation)
-CN/CP coach yards at Union Station were model facilities of good design when built in the 1920s.

iii. Once typical structure but rare survivor of an era
-Canadian National Railway's West Toronto station is an example of a once common building design.

iv. Landmark structure
-North Toronto Station (now a liquor store) is a prominent landmark on Yonge Street.

v. Construction technique: the use of inovative techniques or a good example of standard techniques.

vi. Significant architectural importance due to style, architect
-Union Station is an example.

vii. Process: manufacturing, repair or service equipment that form an integral part of design of structure
-The coal hoisting equipment is intact in the Canadian National coaling tower in the Spadina yard.

HISTORICAL ASSOCIATION

No specific examples of historic association have yet been determined for railway structures in Toronto.

i. Associated with well known event

ii. Associated with well known person

iii. Associated with formative activity of Toronto

iv. Associated with evolution of railway industry

LANDSCAPE ASSOCIATION (CONTEXTUAL SITUATION)

i. Perceived as typical railway setting of an earlier era
-trackage along Esplanade and in vicinity of Gooderham & Worts is an example of typical early 20th century industrial railway landscape.

ii. A complex of scenic/historic area of railway industry
-the abandoned right-of-way of the Belt Line is an example.

iii. A unique example of landscape due to age, function, design, material
-the Canadian National "High Line" track in the Railway Lands is an uncommon design in Canada.

2.3 MANAGEMENT OPTIONS OF HISTORIC FEATURES

The following are some options available for the management of significant heritage features.

2.3.1 PHYSICAL RETENTION

The first aim of managing historic buildings is to maintain its current use. Failing that, the structure should be adapted for some other use. Only if the building is of great historic significance should it be preserved as a historic site.

i. Renovation: Sympathetically modernize building to carry out original function.

In order that a building may continue in its original function, it is frequently necessary to modernize the structure to meet modern safety or business conditions. Not all aspects of a heritage structure are of the same significance and it is usually possible to renovate a building without interference with those features (such as design, materials, colour) that make the structure significant. Union Station, for example, has been upgraded to be a functional modern station and yet retain its historic characteristics.

ii. Reuse: Adapt feature for modern needs retaining heritage aspects of feature.

Many buildings are adaptable for uses other than their original intention. Where possible, sympathetic reuse (residential, institutional, commercial, industrial) of a structure is preferred to other preservation options. Commercial reuse offers the advantage of encouraging an owner to maintain the property rather than trying to coerce the owner into saving the structure.

The Toronto Suburban Railway substation is a good example of this type of reuse. The building has been adapted into a lumber yard building because the owner could justify the reuse economics. A more prominent railway reuse in

Toronto was the conversion of the Canadian Pacific North Toronto station into a liquor store in 1940. Once again the conversion was dictated by economics rather than because of the heritage nature of the building. Without the economic component, these buildings would probably have been removed long ago. Neither building was redeveloped with any deliberate attempt at retaining heritage features. In the case of North Toronto station, many architectural features were preserved above a new drop ceiling and could be restored.

Reuse of structures has become increasingly common because new construction costs can be greater than redeveloping an older building. This trend has been supported by various grants and municipal incentives. Continued use of such incentives as BRIC and BILD grants, tax incentives and zoning variances will encourage further reuse activity. Whenever public money is involved there is the opportunity to encourage sympathetic redevelopment of the structure to preserve its heritage qualities.

A limitation to structure reuse in Canada is the lack of creative tax incentives for rehabilitation as is found in the United States. Currently effort is underway to change the tax laws. If this happens, reuse of historic structures in Canada should increase still further.

iii. Restoration: Restore feature to condition of a former time period.

Restoration is usually only undertaken for very significant sites in which it is considered important to recreate the structure as it was at a particular point in time. Restoration is both expensive and time consuming. There are no known restored railway sites in Toronto.

iv. Preservation: Stabilize feature to prevent further deterioration.

Unlike restoration, preservation maintains a site without trying to achieve a specific time period. Don Station in Todmorden Park is an example of a preserved railway structure.

v. Mothball: Stabilize the site to prevent further deterioration.

This is a "do-nothing" option for sites in which no obvious reuse can be found. The structure is inexpensively stabilized until such time as a new use can be found. There are no known examples in Toronto. But, for example, a

Canadian National station in St. Marys, Ontario, has been mothballed for several years awaiting redevelopment proposals.

Sometimes neglect is considered a mothball option. But simple neglect is impossible and the site must be modified to achieve minimal health and safety standards. Neglect is not a recommended option for heritage features.

vi. Avoidance: The design of the proposed activity is modified to avoid heritage feature.

If discussions occur early enough in the planning process, it is sometimes possible to develop plans to avoid structures. The road and block pattern of the Railway Lands was developed to avoid certain heritage features in the area.

vii. Financial Incentives: Provide economic incentives to permit less economic use of heritage property.

Municipalities have several options to encourage preservation of heritage features. Toronto is prepared in certain situations to offer transfers of land use density from heritage sites to other areas that would be financially attractive to a developer. Provincial grants are available to restore and maintain private heritage structures.

viii. Superstructure Preservation

Stations and structures of architectural merit are relatively easy to reuse for commercial purposes. Such buildings have an envelope that permits interior development. There are however, a variety of non-building types worthy of preservation because of their historic attributes. Bridges and rights-of-way are types of superstructure features. The Bathurst Street bridge, for example, is a good illustration of a Warren bridge truss in Toronto.

Often, reuse of a superstructure is not based on direct economic benefit. Some historic road bridges have been closed to vehicular traffic but retained for foot traffic. Others have been moved to new locations were traffic and loadings can be accommodated. Some have had commercial facilities built into the superstructure to take advantage of a spectacular setting. Abandoned rights-of-way have been redeveloped into hiking and snowmobile trails or into hydro tower lines and road rights-of-way.

But coaling towers, water towers, turntables and other railway features have no apparent reuse potential. In such cases, superstructure preservation has tended to create parks, monuments and other non-commercial settings.

A successful American example, and one of the first such examples, is the Seattle Gas Works Park. An eight hectare park was opened in 1973 from an abandoned 77 year old gas manufacturing plant. Much of the equipment has been retained in situ as an industrial monument. In Toronto, the CN and CP coaling towers in the railway lands could be retained as similar industrial monuments.

Some unusual non-building structures have been rebuilt into commercial spaces. A major consideration is that an outside envelope must exist to contain a commercial operation. Large silos and coal bunkers in the United States have been rebuilt to house commercial services. Reuse of superstructures create conditions unique to each situation and should be dealt with on an individual basis.

2.3.2 MITIGATION

A variety of actions can be employed to minimize or remedy situations in which an entire landscape or structure cannor be retained. The actions are usually described as mitigation activities.

2.3.2.1 Retain Features

i. Monuments/Plaques: Retain memory of feature as a monument, sign etc.

Monuments can be a very effective mitigation technique because they are both inexpensive and do not impose any rigid concept of the past on the viewer. A good monument provides enough information to allow the viewer to recreate the past in his mind. The Toronto Historical Board presently undertakes plaquing and maintenance of historic locations in Toronto.

ii. Trace Feature: Mark traces of former feature in the landscape by outlineing the foundation or boundaries of the structure.

A special type of monument is to trace the outline of a building or group of buildings that give the viewer a sense of the physical dimensions of the historic structure. For example, the Gardiner Expressway and Front Street trace the outline of the Railway Lands. This outline will remain long after the yards are removed.

iii. Fragment Feature: Retain some physical remains of feature as monument.

If a structure can not be retained in full, significant parts of the structure can be saved, either in place or moved, and function as a monument to the former historic activity. Building fragments preserved at the Guildwood Inn is one example in Toronto.

iv. Turn Feature into an Artifact: Preserve fragments or records of feature in a special display or facility.

This is essentially an option to transport the feature or fragment to a museum.

v. Incorporate former architectural form in new development.

This technique has been used unconsciously throughout history to preserve the form of historic structures. New construction is built around the original structure that preserves historic elements such as shape and texture. It is anticipated, for example, that the CN roundhouse in the Railway Lands will be incorporated into the construction of surrounding buildings.

vi. Incorporate feature into a recreational and/or park setting.

This technique is particularly useful for landscape features. For example it is proposed that the abandoned right-of-way of the Belt Line Railway could be adapted into a linear park or bicycle trail.

vii. Relocate: Move feature from original site and retain using one of above options.

Good heritage planning guidelines recommend that historic buildings should not be moved unless they cannot be preserved on original site. Moving a building destroys the original context of the structure and thus should be undertaken only as a last resort for preserving a significant structure. Signal Cabin D was moved in July, 1984 because recent track changes would have destroyed this significant structure.

Many railway buildings such as small stations and wayside sheds were originally designed to be movable. Thus some classes of railway buildings could be moved with some justification since their original setting was never considered permanent.

viii. Inventory, and Recording: Document feature.

Sites can be inventoried with or without permission of the owner. An inventory can be simply a listing of structures as identified by a pre-determined set of criteria. An inventory is a useful way of identifying sites before any threat exists to the structure. The Toronto Historical Board has an ongoing inventory program in the City.

Recording a site involves research, a written report, and photography and/or measured drawings. Recording is often undertaken if a structure is to be removed from its original site.

ix. Archaeology: Undertake excavation of a site

Depending upon the importance of the site techniques such as testing, salvage and full excavation may be employed. Archaeological assessment is always recommended if new construction is contemplated over a known site of heritage significance.

2.3.2.2 Demolition

A site may be completely removed if one of the following conditions is dominant:

i. A high significance site for which physical retention is impossible. Such a site should always be accompanied with some mitigative activity such as recording.

ii. A medium significance site for which preservation of physical remains is not considered essential. Usually this is accompanied by some mitigative activity such as recording.

iii. A low significance site in which no form of mitigative activity is considered necessary.

2.3.2.3 Interpretation

Interpretation of heritage sites has both educational and entertainment components. It should be used in conjunction with other management options outlined here.

Many people are unaware of the importance of historic railway sites, or other historic sites for that matter, because the feature was never properly explained. Thus interpretation should include explanations of the general ideas of railway heritage as well as of specific sites.

The extent of railway heritage in the City permits a wide variety of interpretation options. A number of ideas could be implemented quickly and cheaply. The Part One Study could be edited and issued as a popular publication. Special walking tours should be arranged to increase awareness of resources. Displays could be mounted in local galleries. A plaquing program could be undertaken to point out significant areas to the public.

2.3.2.4 Legislation

Railway owned property cannot be designated by any level of government. The railways declare that they operate under Federal jurisdiction and thereby exempt from any municipal or Provincial heritage legislation.

Some activities can minimize the threat of sudden destruction. Non-railway owned land can be designated under the Ontario Heritage Act which provides some protection for a site by controlling and delaying any structural changes that may occur. Other Provincial legislation such as the Environmental Assessment Act and the Planning Act require that some developments must assess the impact of the project on heritage features.

Nationally important sites may be recognized by the Federal Ministry of the Environment. Technically, railway owned sites cannot be designated but any structure can be listed in historical society and municipal building inventories. None of these activities ensure preservation of a structure but they flag the structure as important and therefore can be monitored for future changes. Listing and designation of sites also increases public awareness of heritage.

Efforts should be made to have railway property subject to heritage legislation. In particular, Heritage Canada has proposed amendments to the Railway Act that recognize heritage as a regulatory issue. In conjunction with the amendments, Heritage Canada has proposed a holding company to handle surplus railway property. In this proposal all designated heritage railway buildings would be transferred to a holding company once the structure was surplus to company needs. The holding company would negotiate with interested groups for the reuse of the building. Barring a successful reuse proposal, the holding company would be responsible for the removal of the structure. Such a holding company would be managed by a committee sympathetic to heritage preservation and would absolve the railway companies of adverse publicity if the structure had to be demolished. Heritage Canada's efforts should be supported.

Another area for legislative change is within the tax system to encourage renovation of historic structures. In the United States, tax laws have made rehabilitation of historic structures attractive commercial opportunities. No similar incentives exist in Canada. Such incentives would not solve the problem of redundant buildings owned by the railways. The incentives would be of relatively little interest to the companies. However tax incentives would encourage private sector parties who have acquired and are rehabilitating railway structures.

Figure 3.1

Toronto harbour circa 1876 showing Grand Trunk yards and Union Station. The dock sites may have archaeological potential.
(Metro Toronto Library photo)

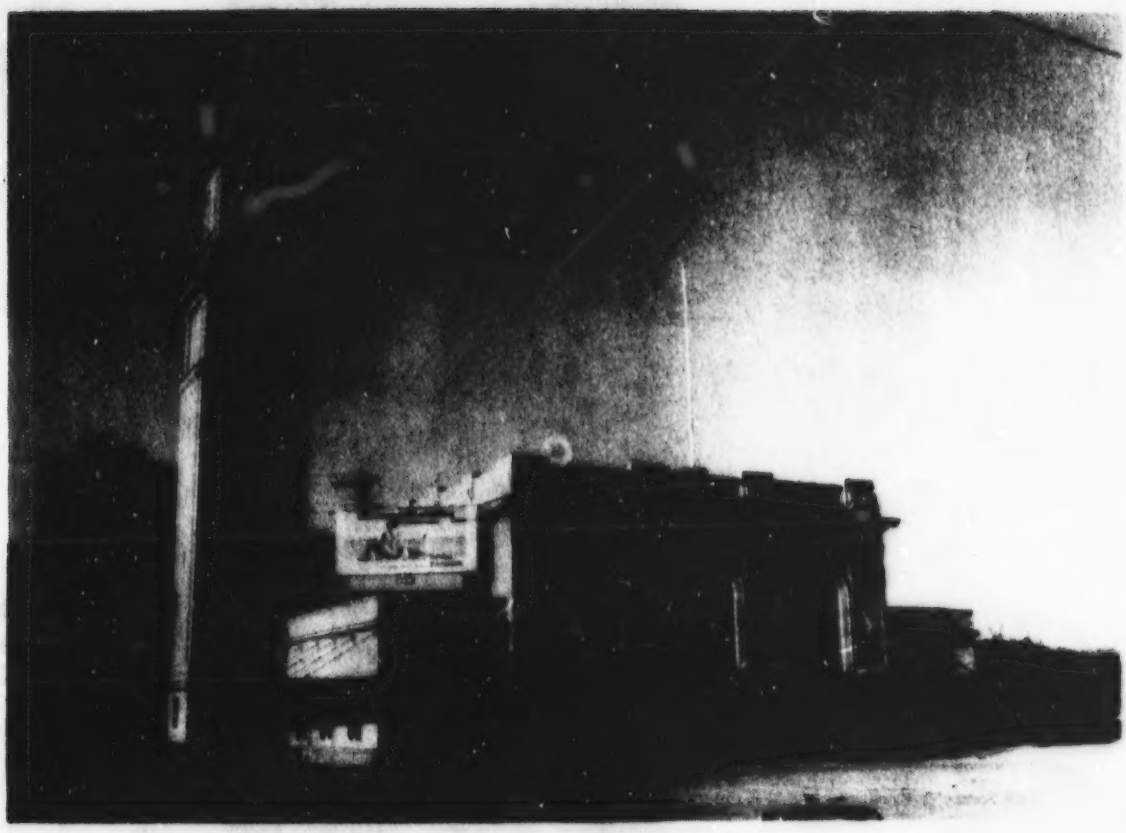


Figure 3.2

Summerhill Liquor Store on Yonge Street, formerly North Yonge station of the Canadian Pacific is one major example of railway heritage sites outside the Railway Lands.
(Historica Research photo)

3. RAILWAY HERITAGE IN TORONTO

3.1 RESOURCES

The relationship of railways to other urban facilities varies widely throughout the City. For example, in the Don Valley, railway lines are a relatively minor component of the landscape. Within the Railway Lands, rail facilities are the dominate landscape. The report RAILWAY HERITAGE STUDY IN TORONTO (hereafter referred to as the PART ONE STUDY) identified a variety of heritage structures and landscapes within the City of Toronto. Detailed examination was undertaken on two areas, the abandoned Belt Line Railway and the Railway Lands. The Railway Lands include Union Station and the Canadian Pacific and Canadian National track between Bathurst Street and Yonge Street. Significant isolated features were also scattered throughout the City, particularly along the Canadian Pacific mainline through north Toronto [See Map One].

3.1.1 Outside Railway Lands:

Without repeating the PART ONE STUDY descriptions, it may be useful to highlight those special characteristics of the principal heritage areas.

The former Belt Line Railway between the Don Valley and Marlee Avenue consists of an abandoned railway right-of-way. Active track begins west of Marlee and continues to a junction with the Canadian National north of Eglinton near Castlefield Avenue. There are few built features along the right-of-way. Railway related structures include the Yonge and Dufferin Street rail bridges and the Eglinton and Mount Pleasant underpasses. Earthworks are prominent at several locations, especially in the Moore Park Ravine. The only railway related industry along the abandoned right-of-way is the Dominion Coal silos at Mount Pleasant Road and Merton Street.

Isolated railway features throughout Toronto are mainly along active railway rights of way. The Summerhill Station and buildings at the Canadian Pacific "Junction" are two significant built-up areas. A former Toronto Suburban Railway transformer station still stands near the company's abandoned right-of-way. The former Don Station has been preserved in Todmorden Park. Distinctive railway landscapes have also been created by industries located beside tracks. The Esplanade contains several interesting railway landscapes such as the Gooderham and Worts warehouses at Parliament Street.

3.1.2 Railway Lands:

Apart from Union Station, the Railway Lands are presently inaccessible to the public. Various studies for the reuse of this land have been undertaken since the 1960s. The present redevelopment scheme will both remove most of the existing traces of the coach yards and make significant heritage sites accessible to the public. In September, 1983, the City of Toronto publicly presented the development concept for the Railway Lands. This 80 hectare area will be developed over the next 20 to 30 years to accommodate commercial and residential facilities. The landscape of the area will be totally altered. Passenger railway yards are characterized by vast expanses of open trackage interspersed with numerous service buildings. This "open field" landscape will become part of an urban setting of streets, parks, office towers and residential neighbourhoods.

Preservation of railway heritage in the Railway Lands was a specific objective of the Parks and Open Space Plan which stated:

> "Significant aspects of the history of the railways should be respected, where appropriate and feasible, by restoring and incorporating railway heritage structures into the open space system." (*)

Within the Railway Lands development five features have been identified as being of heritage concern although only three of them are specifically railway related. The five sites are:

i. FORT YORK

Although outside the Railway Lands, some land east of Bathurst has been allocated as a Fort York extension to provide "badly needed improvements to the periphery of the Fort". (**)

ii. CITY DELIVERY BUILDING

The City Delivery Building (Postal Station 'A') has been listed by the Toronto Historical Board as being of significant architectural value. While the building is retained in the proposed developments, new construction will take place on the land surrounding the building. (***)

---

* RAILWAY LANDS PART II: DEVELOPMENT CONCEPT, p.53
** ibid., p.52,56.
*** ibid., p.16,38

iii. UNION STATION

Union Station has been listed by the Toronto Historical Board for the building's historic and architectural importance. The concourse may be developed to provide a pedestrian route through the station from Front Street to Harbourfront. (*)

iv. CANADIAN NATIONAL SPADINA ROUNDHOUSE COMPLEX

In age and function the Canadian National roundhouse is similar to the Canadian Pacific structure noted below. It is not anticipated that the entire roundhouse complex will be retained. Instead, part of the building will be incorporated into a pedestrian oriented commercial development. (**)

v. CANADIAN PACIFIC JOHN STREET ROUNDHOUSE COMPLEX

The roundhouse, water tower and coal/sand tower have been listed by the Toronto Historical Board for architectural and historical reasons. (***) The complex is slated for cultural reuse.

3.1.3 Other Sites:

The PART ONE STUDY identified significant railway heritage features along active railway rights-of-way and the Don Belt Line. Not examined in the study were such railway features as the Humber Belt Line, abandoned Canadian Northern line in the Don Valley, street railways and subway lines. Therefore, there remains the possibility of discovering additional structures on abandoned rail lines, structures that have been moved, or railway company structures not along rail lines.

3.1.4 Ownership:

Most railway heritage features in Toronto are owned by the railways. Canadian Pacific Railway structures are owned by the railway division, if the structure is in active service. If not in transportation service structures are owned by Marathon Realty the real estate division of Canadian Pacific Enterprises. Similarly, Canadian National structures are managed by the railway division if in active service. If not in transport service the buildings are owned by CN Realty, the real estate division of CN Enterprises Limited.

---

* ibid., p.16,57
** ibid., p.46,58,63
*** ibid., p.63

Railways operate under the Federal Railway Act and, so far, are not regulated by provincial or federal legislation relating to heritage. This creates a unique distinction between the railway and real estate divisions. Structures within property being used for transportation purposes are not subject to any heritage controls. The real estate divisions are, however, outside the Act and thus regulated by provincial and municipal legislation. In general the companies have tended to remove potentially contentious structures from blocks of land slated for redevelopment before the title is transferred from their rail divisions to real estate divisions.

Within the Railway Lands, existing land ownership is complicated by railway and City ownership of unconnected parcels of property. This will be simplified by transfers of lands between the companies and the City. Land transfers can allow the City to acquire sensitive land containing heritage features. (*)

While most historic structures are still owned by the railways, a few properties have become privately owned. One example is the former Toronto Suburban Railway substation on Weston Road north of St. Clair Avenue.

3.2 PERCEPTION OF RESOURCES

3.2.1 City of Toronto:

The City of Toronto has, in the last few years, made a strong commitment to preserve and reuse historic railway structures. This is in recognition that the quality of life is enhanced by preserving heritage features within the community, that many resources have useful recreational potential, and that some structures have economic reuse potential. The turning point in the City's attitude can be dated from the late 1960s when it gave support to the preservation of Union Station. When the Railway Lands redevelopment concept was revived in the early 1980s, heritage was specifically identified as a planning consideration.

The most recent public statement of the City's commitment to railway heritage was made by Mayor Eggleton at the Heritage Canada Conference September 23, 1983. In addressing the issue of the Railway Lands development, Mayor Eggleton emphasized that:

---

* ibid., p35, 81-83. Outline the proposed land transfers.

"A strong case can be made that the most interesting and successful world cities are those which visibly build-in their artifacts, their memories, their histories. Heritage is not just our past. In many respects it is our future."

Further he indicated that:

"We made railway heritage a study in its own right when we began work in earnest on the development concept for the Railway Lands."

As a conclusion, the Mayor noted that:

"It has been possible to devise a street and block plan for the Railway Lands in our development concept which allows for ... retention and reuse [of heritage structures] without unreasonably limiting development opportunities." (*)

But, in addition to speeches, the City has worked hard to develop policies and information for sound planning decisions. The Toronto Historical Board advises City Council on heritage matters, manages five museums and conducts planning studies throughout the City. One of the museums, the Marine Museum of Upper Canada, has a transportation theme. In the process of recording the City's heritage, the Board has listed or designated several former railway structures [See Appendix D].

Railways helped play a formative role in the growth of the City. City officials recognized that heritage aspect should be preserved by realistic policies.

3.2.2 Railway Companies:

Railways have been part of Toronto's heritage since the 1850s and were instrumental in the City's rapid growth in the 19th century. The companies have produced many highly visible heritage buildings. Due to the public service of railways, these features are frequently viewed as public objects. The 'publicness' of these buildings is magnified since railways operate as regulated utilities more than truly private companies.

The Canadian National and Canadian Pacific Railways desire to develop redundant railway yards in downtown Toronto into profitable commercial ventures. These

---

* "Notes for Remarks by Mayor Art Eggleton to Heritage Canada Foundation Convention", September 23, 1983, Toronto.

properties have become available for redevelopment as a result of changing rail passenger requirements which no longer require extensive yard facilities to service trains. The declining use of sleeping cars, dining cars and other specialized railway cars has greatly reduced the need for large yards. Much servicing that was formerly done in coach yards can now be done in the station. Consequently, Via Rail is presently constructing a new coach yard and service facilities in Mimico that will undertake servicing and maintenance that cannot be conducted in Union Station. Nevertheless the companies wish to satisfy the public's desire to retain historic and heritage features where possible.

A modern corporate attitude towards heritage has been summarized in Via Rail's 1983 Annual Report.

> "VIA has developed policy proposals on the management and control of passenger stations which would allow it to fulfill its obligations better as the country's rail passenger carrier. Steps include ... preserving and enhancing the heritage aspects and conveying VIA's image as a good corporate citizen." (*)

3.2.3 Agencies Involved in Heritage Resource Management

Parks Canada:
The Historic Sites and Monuments Board evaluates historic sites for their significance to all Canadians. The Board has recommended the commemoration of several stations. A number of these sites have been commemorated by the Ministry of Environment. This status does not have any regulatory power unless the property is federally owned. The Canadian Inventory of Historic Buildings has prepared detailed studies of significant railway structures across Canada.

National Museums:
In a 1977 report by National Museums of Canada on Specialized Museums in Canada, the creation of a national railway museum was given a high priority.(**) The Canadian Railroad Historical Association museum near Montreal was selected as the national institution. While the Specialized Museum concept was not fully implemented it nevertheless indicates the importance of rail transportation in Canadian heritage.

---

* VIA, ANNUAL REPORT, 1983, p.9.

** SPECIALIZED MUSEUMS IN CANADA, by Barry Lord; National Museums of Canada, 1977.

Other Federal Agencies:
Federally owned structures are subject to review by the Federal Heritage Buildings Review Office. This does not apply directly to railway structures. The Canadian Transport Commission and the Department of Transport have not chosen to make heritage a mandate of their departments.

Heritage Canada Foundation:
The Heritage Canada Foundation has developed proposals regarding railway heritage. Executive Director, Jacques Dalibard placed railways in historical context with the following statement:

> "Of all the ways in which we Canadians have left a mark upon our landscape, nothing rivals in importance the construction of railways. The railways, of course, have been important in the development of many countries; in ours, however, they not only brought the country into existence but also set its fundamental character. Just as in biology, the presence of a backbone is used to define certain species, so the railways, the physical backbone of this country, define us." (*)

Specifically, Heritage Canada has made a proposal for the creation of a "railway holding company" to maintain all stations not required for transportation purposes. Such a company would overcome many problems identified with the existing status of corporate ownership of redundant facilities. The company would be responsible for their adaptive reuse or disposal if no suitable use could be found.

Ontario Historical Society:
The Ontario Historical Society has followed the trends in station preservation in the province since at least 1978. (**) The Society took an active role in the Canadian Transport hearings following the destruction of the West Toronto Station.

Ontario Ministry of Citizenship & Culture:
The Ministry of Citizenship and Culture and its agency, the Ontario Heritage Foundation, have always supported railway heritage. The Ministry manages a number of granting programs such as BRIC that provide money for station rehabilitation and reuse. The Foundation participated in the hearing of West Toronto Station. A significant role of the Ministry is to coordinate preservation efforts of Local Architectural Conservation Advisory Committees (LACAC). At

---

* CANADIAN HERITAGE, Feb./March, 1984

** Ontario Historical Society, BULLETIN, Summer, 1981

the time of this writing, the Ministry is preparing a manual to guide groups interested in station preservation. The Ministry attempts to work within the existing regulatory system in the Province.

Local Architectural Conservation Advisory Committees (LACACs)

LACACs have been active in station preservation. These organizations are citizen committees that advise municipal councils on heritage matters. The Toronto Historical Board functions as the LACAC for the City of Toronto.

Cooperation between LACACs and local historical and preservation societies is common. During the 1982 LACAC conference in Oakville, 301 delegates representing 91 LACACs across the province adopted a resolution to lobby federal politicians to do all they could to preserve Canada's remaining heritage railway stations. In 1983 50 stations across Ontario were threatened with possible demolition. LACACs were involved in developing reuse and preservation plans for 25 of these buildings.

3.2.4 Public:

How much public interest is there in railway heritage? No studies are known to have addressed this issue but there are other ways of probing the question.

One measure of the intrinsic interest of railways is attendance figures at railway museums and tourist railways. The California State Railroad museum at Sacramento drew 800,000 visitors in 1981 during its first year of operation. The Algoma Central Railway carried 102,700 people in 1982 on rail excursions over its line at Sault Ste. Marie, Ontario.

The sale of books, and number of exhibitions on the theme of railways in any given year are other indicators. One Canadian publishing firm, Railfare, produces only railway related literature. Another, Boston Mills Press, has an extensive listing of railway history. In the fall of 1984 they will publish a photo history of the Canadian National Spadina Yard in Toronto. The Glenbow museum in Calgary currently has an exhibition on the Canadian Pacific Railway.

Within the general category of general public is a large group of railway enthusiasts. Four large societies exist within the Toronto area; The Toronto and York Division of the Canadian Railroad Historical Association, the Upper Canada Railway Society, Ontario Rail, and the Ontario Electric Railway Historical Association. Railway societies have played an essential role in preserving rolling stock and preparing corporate and technical histories. The Ontario Electric Railway Historical Association has saved several

buildings at its museum near Rockwood. The Toronto and York Division of the Canadian Railroad Historical Association conducted a study for the reuse of the John Street Roundhouse.

3.2.5 Trends in Planning Philosophy:

The current tendency is for preservation objectives to be integrated into urban planning statutes and programs. For example the Planning Act requires that municipalities consider their heritage resources. Many municipalities have placed conservation policies into their official plans and secondary plans. The Ontario Heritage Act provides legislation for the designation of historic sites.

The Environmental Assessment Act requires the evaluation of heritage resources in municipal and provincial projects. This legislation places heritage evaluation on the same level by which society regulates or plans other aspects of the environment such as pollution, land use, and noise. Since planning is accepted as a needed activity, preservation is being accepted with it as a type of resource management.

The broad issues of heritage planning remain those of education and economics. Until the public and private sectors fully understand the goals and limits of heritage preservation there will continue to be misunderstandings and misuse of planning. As well heritage preservation will have to become more economically attractive to achieve wide acceptance in the private sector. Thus, although progress has been made, there is still considerable room for increased awareness and financial incentives for historic presevation.

3.3 DESCRIPTION OF SELECTED STRUCTURES

The following structures were examined by this Railway Heritage Committee. These sites are discussed in more detail in the PART ONE STUDY. They represent some of the more significant structures and landscapes in Toronto that meet the planning criteria established in Section 2.

i. John Street Roundhouse Group of Structures

The John Street Roundhouse, coaling tower and water tower were thoroughly studied for reuse as a railway interpretive centre. A consultants study reported favourably on this reuse and the findings are described in Section 4.

The car repair shop within the complex was judged to be of heritage of heritage significance but lies in the path of

the proposed Esplanade. Mitigative steps could include the acquisition of significant equipment from the shop for inclusion in the proposed railway interpretive centre.

ii.Spadina Roundhouse Complex

This group of structures is slated for removal except for portions of the roundhouse. The track bays to be retained would provide the backdrop for a unique urban space terminating the eastern vista of the proposed Esplanade. Mitigative action for the building could include the acquisiton of significant equipment.

iii. Yard Structures

Cabin D, the earliest railway structure in the Railway Lands, was moved to the John Street Roundhouse for eventual inclusion in the railway interpretive centre. This manual interlocking signal tower was constructed about 1896 for the Grand Trunk Railway. In addition to its distinctive architectural style, the tower contains rare and original manual interlocking machinery. The building remained in continuous use until June, 1984. The move was undertaken by the City in cooperation with the Toronto Historical Board, Canadian Pacific, Canadian National and the Toronto Terminals Railways.

Other yard structures slated for removal should be evaluated for their significance and suitable mitigation be provided on a structure by structure basis.

iv. North Toronto Station

Many architectural features of this fine structure, completed in 1916 by the Canadian Pacific Railway, are obscured at the present time. The building has an ornate interior volume above the dropped ceiling in the Liquor store. The outside has suffered from piecemeal removal of decorative elements. The L.C.B.O. or some other public agency should work together with the owner, Marathon Realty, to refurbish the building.

Figure 4.1

Canadian Pacific John Street locomotive terminal and coach yard under construction in 1930. (Metro Toronto Library photo)

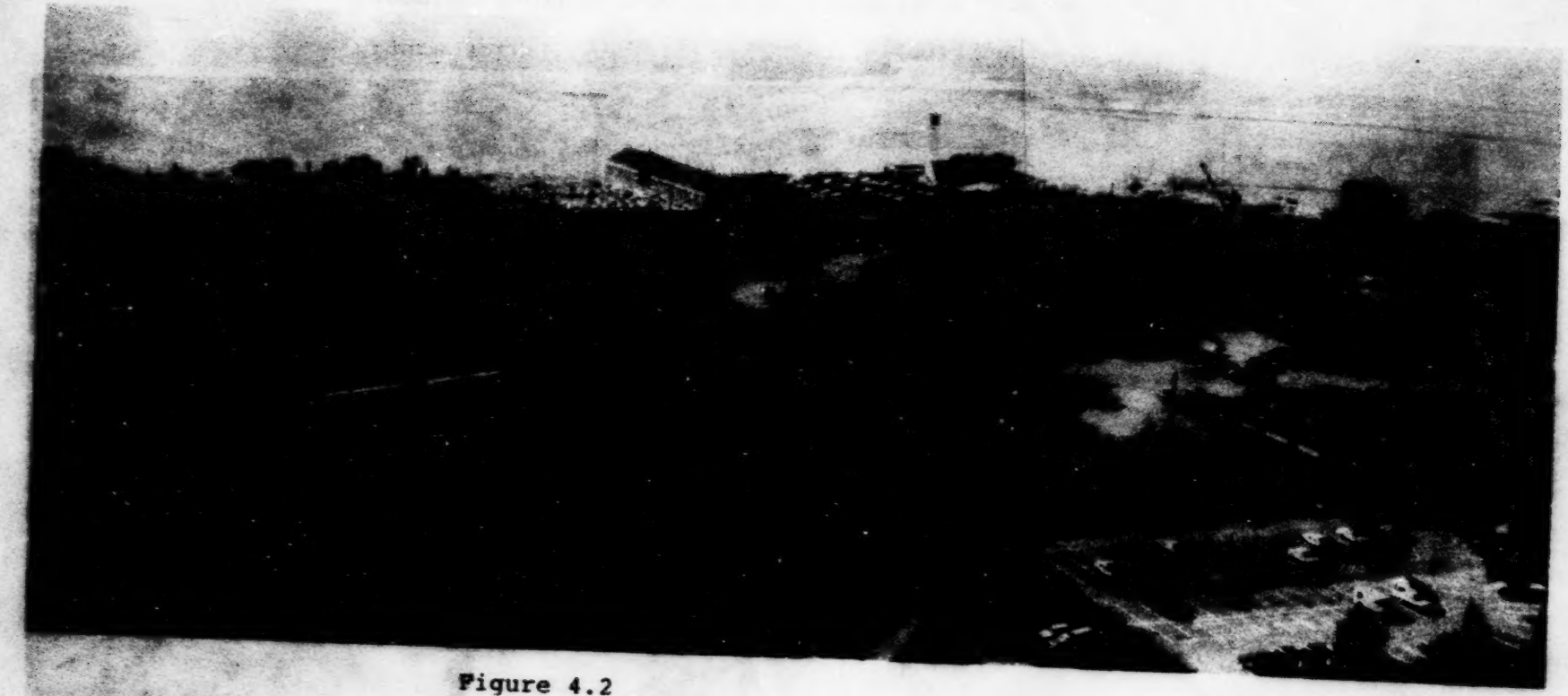


Figure 4.2

Canadian Pacific John Street roundhouse with Harbour Front in background, 1984.
(David Dennis photo)

4. JOHN STREET ROUNDHOUSE

4.1 BACKGROUND

Two major feasibility studies have been undertaken in the last four years for a railway interpretive centre in Toronto. (*) The most recent, prepared for the Canadian Railroad Historical Association (hereafter called CRHA Study), examined the museum potential of the Canadian Pacific John Street roundhouse in context of the overall Railway Lands development.

The present Railway Lands concept allocates a five hectare block south of the CN Tower as the major open space, or park, in the future development. The park will also function as a pedestrian corridor linking the Front Street/CN Tower to Harbourfront. Retained in the open space would be the roundhouse, sand/coal tower and water tank. The roundhouse would be developed into a railway interpretive centre as a major, year around recreational attraction. (**)

In early 1984 the Railway Heritage Committee commissioned the architectural firm of Barton Myers Associates to prepare a concept design for the John Street Roundhouse. [See Section 4.4] This study determines how an interpretive centre could be fitted into the roundhouse complex and provides estimates of capital costs. Several recommendations of the CRHA Study have been incorporated into the Barton Myers study.

4.2 RATIONALE FOR A RAILWAY INTERPRETIVE CENTRE

The CRHA Study concluded that the roundhouse could be adapted to fulfill three roles. These roles would provide a wider rationale for the project that simply a museum. Therefore, it is appropriate to refer to the facility as a "Railway Interpretive Centre".

First and foremost, the Centre would interpret Ontario's railway history for public benefit in an entertaining and educational manner. In this role, the facility could be a major tourist attraction in the Harbourfront area. The Centre would also preserve artifacts for future research and study.

---

* Studies were CRHA PROPOSAL FOR THE JOHN STREET ROUNDHOUSE, by Historica Research Limited, 1983; A STUDY OF A TRANSPORTATION MUSEUM AT HARBOURFRONT, by Urban Design Consultants, 1980.

** RAILWAY LANDS PART II: DEVELOPMENT CONCEPT, p.54.

The Interpretive Centre's tourist potential has attracted the attention of the CN Tower. The Tower's management has expressed interest in joint ticketing and promotion. They see the facility as a way of extending visits in the area and increasing the attraction of the Tower. Overall, the proposed Railway Interpretive Centre would complement the other tourist facilities of Harbourfront.

Second, the Interpretive Centre would be a showcase facility where new developments in railway technology are presented both to the public and to potential buyers. Ontario has a major stake in railway technology. Several car builders, a rail mill and other railway industries are located in the Province. As well, the province owns Urban Transport Development Corporation (UTDC). The UTDC supports the concepts of the Railway Interpretive Centre.

Third, and finally, the facility could be used commercially in conjunction with the Convention Centre to host rail equipment exhibits. This activity could generate some operating revenue for the Interpretive Centre.

The Canadian Pacific roundhouse is ideally suited for reuse as a Railway Interpretive Centre. As a railway structure, the building is a significant artifact in its own right that can interpret the engineering heritage of a circa 1930 locomotive terminal. The building is both very large and equipped with storage tracks. The facility is located close to the Convention Centre and would have mainline rail access necessary to attract exhibitors of rail equipment.

But while the building is suitable for an railway interpretive centre, some issues have been raised as to the appropriatness of this use. For years several various groups have been trying to establish a municipal museum in Toronto. The roundhouse was not examined for non-railway heritage use. But, there are other buildings and locations in Toronto better suited for a municipal museum. Other issues such as who will operate the facility and capital and operating cost requirements will be discussed later.

Prior to the presentation of the RAILWAY LANDS DEVELOPMENT CONCEPT objections were raised regarding the retention of the roundhouse building. Initially, one argument was to use the land for increased housing in the area. However, planners were able to incorporate sufficient housing into other sections of the development. Of more concern was the recognized lack of public parks in the downtown core. Therefore, some thought that the roundhouse area should be open space rather than a building. But, the final concept for the Railway Lands incorporates sufficient park land around the building.

Philosophically, the design concept for the Railway Interpretive Centre has been implemented by the State of California in their State railway museum. The following comment on the California State Railroad Museum provides a sound philosophy for the design of any railway museum:

> "The absence of a technical emphasis [at the California State Railroad Museum] is quite deliberate. The museum could not be aimed simply at specialists in the history of technology: rather, the average taxpayer should find it a comfortable, understandable place to visit because, after all, it was he or she who paid for it. The conceptual problem centers on striking a balance between entertainment and education." (*)

The City received several studies since the idea of a Railway Interpretive Centre was first mooted in mid-1983. All have come from various railway enthusiast groups and individuals. (**) Collectively, they have been too technically oriented toward the railway enthusiast to be of value in the planning process. They will be of use in developing specific policies towards rolling stock collections.

4.3 OWNERSHIP AND MANAGEMENT

At the time of writing, the roundhouse is still owned by Canadian Pacific Limited. Development of the Railway Lands rests upon a complex series of land exchanges between the City, Canadian Pacific, Canadian National and Canada Post. (*) The future of the Interpretive Centre depends upon the transfer of the John Street Roundhouse to the City.

---

* John H. White, "The California State Railroad Museum: A Louvre for Locomotives", TECHNOLOGY AND CULTURE, Vol 24, #4, Oct., 1983, pp.644-654.

** Studies submitted were:

Douglas and Donald Lister, "Toronto Railway Museum Proposal"

Railway Research Associates, "Proposals Submitted to the City of Toronto Regarding the Planning and Construction of A Railway Museum on Current Railroad Lands", by Harvey Elson.

While the roundhouse transfer has not yet occurred, all parties agree in principle to the exchanges. It is understood that the City will retain ownership of the roundhouse regardless of who will operate the facility. The City might also evaluate the benefits and disadvantages of having the property owned by the proposed Heritage Canada holding company.

No agency has yet evolved to manage the proposed Interpretive Centre. To date, the City's role has been to encourage preservation and development proposals for the site. Traditionally, historic buildings owned by the City are managed by the Toronto Historical Board.The facility would complement the transport theme of the Marine Museum of Upper Canada which is presently operated by the Board. The roundhouse could also be maintained by the City Property Department.

The provincial scale of benefits arising from the Railway Interpretive Centre suggest that there are at least three other management options. None of the following ideas were discussed with the organizations mentioned here. The options are presented as possible areas to explore in further detail.

If the Railway Centre were managed by the Province, it could be organized as a provincial agency. The Science Centre, for example, is an agency of the Ministry of Citizenship and Culture. The Ministry of Agriculture operates the Ontario Agricultural Museum as an agency. The Ministry of Transport and Communications might be an appropriate Ministry under which the Railway Interpretive Centre could be operated. The Rail Office of the Ministry, although tiny in respect to the overall activities of the Ministry, is "responsible for coordinating Ontario's interests in all rail related activities, as well as promoting and assisting the development of a suitable provincial rail transportation system for both passenger and freight". (**)

The Interpretive Centre could be managed at the Federal level under the National Museums Program. However, the Canadian Railway Museum in Montreal has already been assisted by the National Museums as Canada's major railway museum.

---

* RAILWAY LANDS PART II: DEVELOPMENT CONCEPT, p.35,81-83

** Ministry of Transport & Communications, ANNUAL REPORT 1982-1983, p.9.

Another management option would be to operate the facility as a private foundation by one or both of the national railway companies. The Seagram Museum in Waterloo, for example, is a private corporate museum that opened in 1984.

The Railway Centre could be run as a public foundation with support from the railway industry, public organizations and the government. Both the CN Tower and the Urban Transport Development Corporation have indicated their support for the concept.

4.4 BARTON MYERS ASSOCIATES STUDY

This firm of architects developed the ideas of the CRHA Study into a physical concept that was:

> "exciting, dynamic and in scale with a transformed context that includes the CN Tower, the Gardiner Expressway, the Convention Centre and the proposed large-scale development of the Railway Lands." (*)

The firm prepared two concepts for the roundhouse. One concept (Concept A) was to develop the existing building without major new construction. The second concept (Concept B) expanded upon Concept A by the addition of a vast glass rotunda over the turntable pit. Both concepts maintained the historical integrity of the roundhouse. Both Concepts A and B are feasible but Concept B has a number of advantages and is recommended for adoption by this Railway Heritage Committee.

The rotunda provides better circulation through the exhibits area. The semicircular layout of Concept A requires that visitors retrace their route through the building. The rotunda concept allows the visitor to enter roundhouse exhibits at any point. Concept B also provides a marshaling area for groups that is not available in Concept A.

The area under the rotunda provides a large display area unavailable in Concept A. As well, the exhibits in the roundhouse can be organized into clearly identified theme areas, accessible from the central court. Thus, the rotunda allows for better organization of exhibits.

Covering the turntable with a glass roof permits an attractive conservation technique for the stall doors. In Concept B the doors are indoors and can be left in their

---

* The Barton Myers Associates Report is bound separately as Appendix A

original condition. In Concept A all stall doors are on the building's exterior and would have to be insulated to the detriment of their design.

Finally, the additional construction in Concept B adds to the imposing sense of scale that is essential for keeping the roundhouse in context with its surroundings. While a rotunda is architecturally a rare form in Canadian roundhouses, the design was used on occasion in 19th century commercial and industrial designs. Therefore the design is both visually impressive and architecturally in a 19th century tradition.

The Barton Myers Associates study determined that the building was in basically sound condition although some areas are showing signs of deferred maintenance. A new roof is an immediate requirement for the stabilization of the building. The railway companies are particularly concerned about the view of the roundhouse roof from the surrounding developments. The architects have proposed a central location of all services to provide clean roof lines.

The Railway Interpretive Centre should be connected to a railway line to enable rotation of rail equipment for new exhibits. The connecting track would also enable displays of trade show equipment.

Outside the building several structures are recommended for retention. The coaling tower, like the roundhouse, creates a strong visual images of the steam railway era. The tower consists of two components; the coal tower and sand drying house. The sand drying building is of interest for its engineering heritage since this type of structure has been rarely preserved. The more modern diesel locomotive sanding tower could be removed. As the tallest structure in yard, the coal tower will act as a landmark in the future park. Access might be provided to the top of the tower to provide a viewing point over the park.

The water tank is strong visual feature of yard area. In conjunction with the tower, one or more locomotive standpipes could be rebuilt.

A feature not noted in the study is that many of the original eleven metre lighting poles still exist in the former coach yard. These could be relocated to provide public lighting in outdoor areas.

The estimated costs of both concepts proposed by Barton Myers Associates match the boldness of the designs. Concept A would cost as much as $12 million while Concept B would add an additional $7 million. Some options exist to control the costs. For example, development of the building could be staged over several years to reduce annual capital

expenditures. The immediate cost of stabilizing the building is $140,000, while complete stabilization would cost an additional $1,146,000. Operations could begin in the renovated existing building and a rotunda added at a later date. There also appear to be ways in which the design could be modified to reduce capital costs without substantially altering the design philosophy.

4.5 FURTHER ACTION

Research to date indicates that the John Street Roundhouse could be physically adapted into a Railway Interpretive Centre and that this function would be the most appropriate use for the historic structure. The Centre would fulfill a variety of education, commercial and entertainment roles.

Since transfer of the roundhouse to the City will almost certainly occur, a steering committee should be established to review this document and further the development of the Railway Interpretive Centre. The concept of the Centre has developed to a point where planning should include more than City of Toronto input. The City has indicated a willingness to support the Centre but its degree of involvement has not yet been determined. Therefore, the committee should consist of members of the City (Toronto Historical Board), the Canadian National and Canadian Pacific Railways, Provincial and Federal agencies concerned with heritage and/or museums, and a citizen group.

A positive feature of the future Interpretive Centre is that a potentially large volunteer body already exists in the form of the several railway societies. Most museums rely heavily on volunteers, or docents, to provide restoration skills, historical information, artifacts, and volunteer time.

The Provincial Government provides support for some railway museums in the province. Largest of the operations is the Halton Radial Railway near Rockwood. An organization called Ontario Rail proposes to develop a steam excursion line near Collingwood. Overall guiding policies should be developed to ensure complementary development of these and other facilities in the Province in conjunction with the Railway Interpretive Centre.

The development of the Railway Lands will probably occur in a phased manner stretching over a twenty to thirty year period. The first phase consists of open space

development around the John Street Roundhouse. (*) Therefore the Railway Interpretive Centre could be one of the first developments in the Railway Lands. The public nature of the facility would draw people into the area.

A marketing study for the Interpretive Centre should be undertaken. A major issue in the successful development of the facility will be locating sufficient capital and operating funds. Accurate attendance forecasts have not been determined. Not withstanding high attendance figures of adjacent CN Tower and Harbourfront, the demographics and interests of potential visitors must be understood in order to project attendance figures. A preferred management option has yet to be determined although the CN Tower has indicated a willingness to explore joint management of the facilities. Before any major funding can be committed, these, and other, concerns will have to be addressed.

---

* RAILWAY LANDS PART II: DEVELOPMENT CONCEPT, p. 66

5. RECOMMENDATIONS REGARDING RAILWAY HERITAGE

As a result of the studies made by the Railway Heritage Committee, the following guidelines are recommended for future action by the City.

5.1 RECOMMENDATION #1:

"That opportunities for heritage preservation be maximized in the redevelopment of the Railway Lands."

The proposed redevelopment of the Railway Lands will completely alter the present context of railway structures in the area. The present vast industrial landscape of tracks and buildings will be replaced by commercial and residential buildings and parks.

Reuse of the John Street Roundhouse as a Railway Interpretive Centre provides a focus to concentrate mitigation of heritage in the Railway Lands. Redevelopment of the yards will create redundant buildings. If of heritage significance they could be moved to the Interpretive Centre for display. Any archaeological remains discovered in the yards could also be displayed at the centre.

In addition to the roundhouse, the future of two remaining major structures in the railway lands should be assessed; the Bush Train Shed and the John Street Signal Tower.

The Bush Train shed, attached to the south side of Union Station, was described in the PART ONE STUDY. Although functional and of engineering heritage, the structure is not particularly attractive. The train shed is the largest in Canada and displays distinctive features of the steam era, particularly the smoke slots in the roof. At the present time the future of the train shed appears secure but nevertheless, its heritage significance and future use should be assessed.

The John Street signal tower is the most architecturally attractive trackside feature remaining in the Railway Lands. The tower is a rail traveler's first indicator of entering Union Station from the west. At this time is is not known how the building will be affected by future developments. New signalling may not require a trackside structure with an actual view of the track. The building may become redundant and its future should be assessed.

An opportunity that exists in the Railway Lands development to enhance the landscape of Fort York. The

future of this historic area is beyond the scope of this study.

5.2 RECOMMENDATION #2:

> "That the John Street Roundhouse should be preserved, that its acquisition by the City of Toronto from Canadian Pacific be pursued and that attention be given as soon as possible to its stabilization."

A viable, attractive and interesting Railway Interpretive Centre can be developed in the existing structure. This committee recommends that Concept B of the Barton Myers Associates Report be accepted as the long term goal for the Interpretive Center. Concept A should be accepted as the short term goal for the Centre.

The building must be stablized as soon as possible to avoid further expensive deterioration.

5.3 RECOMMENDATION #3:

> "That a steering committee comprising representatives of the appropriate City, Provincial and Federal agencies and railway companies be established to explore further the planning of a railway interpretive centre in the John Street Roundhouse as proposed in the Barton Myers Associates Report."

This committee should be provided with initial funding to enable it to act effectively in undertaking the following tasks:

i. Review the recommendations outlined in Section 4.5. In particular a market assessment, operating plan, organizational structure and financial feasibility plan should be undertaken for the proposed Interpretive Centre.

ii. Explore sources of funding both to advance the planning process and to stabilize and develop the roundhouse based on the Barton Myers Associates Report.

iii. Review relevant themes appropriate to the Railway Interpretive Centre and determine their validity in the proposed facility, particularly in reference to the design concepts. Such themes should complement the railway heritage facilities already in existence in the Province.

5.4 RECOMMENDATION #4:

"That the City of Toronto actively continue its approach to the preservation of railway heritage with:"

Policy #1:
"a further report from the Toronto Historical Board with respect to the development of a complete inventory of all railway structures and landscapes in the City including policies for their preservation and future management and that such a report include information on the relevant costs."

Several significant examples of railway heritage exist throughout the City of Toronto. The single greatest concentration of structures, outside the Railway Lands is located in the West Toronto area. Included in this district, commonly referred to as the "Junction" are the Canadian Pacific West Toronto locomotive and car shops, the Canadian National West Toronto station and a variety of signal towers and track structures. Elsewhere in the City, the Summerhill liquor store is another significant site.

None of these structures are immediately threatened with demolition or significant alteration. Therefore, the City is in an excellent position to prepare long range plans for railway sites. The Toronto Historical Board should identify specific structures and landscapes that it wishes to see preserved. Policies should be developed by the Board to ensure their preservation.

In order to implement this policy, the Toronto Historical Board should inventory all historic railway structures and landscapes in Toronto. Features within the Railway Lands and along the Belt Line Railway were assessed in the PART ONE STUDY. From this broad inventory significant sites would be selected.The Historical Board and the City's Planning and Development Department would evaluate sites for their reuse potential and formulate appropriate policies. Protection and/or reuse would be encouraged through Official Plan recognition and planning incentives. The Toronto Historical Board should also provide advisory services to the private sector to encourage sympathetic reuse of railway structures.

This Part Two Study has addressed only issues of railway heritage. One should recognize that railway structures are part of a much broader class of industrial buildings. Rather than limit the policy strictly to railway structures, the City may wish to consider wider policies relevant to all heritage industrial structures.

Policy #2:
"a further report from the Toronto Historical Board to be prepared in cooperation with the Ontario Ministry of Citizenship and Culture concerning the archaeological potential of significant railway heritage features and that such a report include information on the relevant costs."

The Railway Lands offer a unique opportunity for archaeological examination of Toronto's early history. The Railway Lands have had an intense railway occupation for over a century although most visible remains date from the early 1920s. Much of the existing railway yards have been built over shoreline and wharves of 19th century Toronto. Since railway yards are relatively less destructive to subsurface resources than other types of development the possibility of finding archaeological sites is high. For example, features of the early Parliament buildings on Front Street were preserved because the land had been subsequently used as a rail yard.

Historical archaeology is a new activity in Canada and not used extensively. Yet under certain conditions, historical archaeology can be the major source of information for historic activities.

In order to implement this policy, the Toronto Historical Board would have to develop guidelines and policies for historical archaeology. The City would have to negotiate an archaeological component into development agreements to ensure that developers undertook the work.

Policy #3:
"the reuse of appropriate Belt Line lands for recreational purposes utilizing opportunities for the documentation and interpretation of railway heritage features."

The City of Toronto has a long range policy of creating bicycle trails through the City. The abandoned right-of-way of the former Belt Line Railway has potential for redevelopment as a linear park. The proposed park would connect with existing trails in the Don Valley.

Portions of the abandoned right-of-way contain visible features of the former railway. For example between Mount Pleasant and Yonge Street are a commercial coal yard and a rail bridge over Yonge Street. Elsewhere are cuttings and embankments for the former track.

The Canadian National Railway owns the right-of-way from its main line near Caledonia Road as far as Merton Street and Mount Pleasant Road. Mount Pleasant Cemetery owns

the right-of-way through the cemetery and Metro Parks owns the right-of-way through Moore Park Ravine.

Within the Don Valley, the active rail line from the Bloor viaduct south to the harbour was originally part of the Belt Line Railway. A bicycle path is proposed within the valley and will pass through an area of industrial heritage that is worthy of interpretation.

In order to implement this recommendation ownership of the abandoned Canadian National right-of-way would have to be acquired by the City. On the short term, the Parks Department should clean up the right-of-way and make it safe for recreational purposes. Longer term objectives should be to provide a proper bicycle surface, add interpretation facilities and comfort stations.

6. APPENDICES

6.1 APPENDIX A:

Barton Myers Associates, "John Street Roundhouse: Railway Interpretive Centre". Prepared for the Railway Heritage Committee, 1984. [Bound separately]

6.2 APPENDIX B: Errata: Part One Study

Figure 4.3: The Northern Railway station and freight shed were located west of Spadina, in line with Brant Street.

Figure 4.9: The Northern Railway wharf and grain elevator was located slightly west of Spadina.

p35, par. 2: There were more than four stations on the Belt Line.

p.137, par. 1: The Dufferin Street Belt Line Station was located on the South West corner of Dufferin Street, not in park.

Fig.6.45/Fig.6.46: Captions reversed

p.146, par. 3: The North Yonge Station closed on September 28, 1930.

p.147, par. 5: The building has been identified as a substation of the Toronto Suburban Railway.

6.3 APPENDIX C:

Toronto Historical Board: Criteria for the Selection of Structures for Inclusion on the Inventory.

6.4 APPENDIX D:

Railway Buildings and Structures on the Toronto Historical Board List as of June 18, 1984.

TORONTO HISTORICAL BOARD
GENERAL OFFICE • STANLEY BARRACKS
TORONTO • CANADA M6K 3C3 • 595-1567

CRITERIA for the Selection of Structures for Inclusion On the Inventory

On October 21st, 1974, the Toronto Historical Board adopted the following criteria for the selection of structures for inclusion on the City of Toronto's Inventory of Buildings of Architectural and Historical Importance.

1. Architectural Importance (A)

A structure may be included on the Inventory because it is deemed to be of architectural importance for one or more of the following reasons.

(i) It is the work of, or reflects the work of a major architect, designer or landscape architect.

(ii) It is an outstanding example of its architectural style or period.

(iii) It is an example of significant engineering or method of construction.

(iv) It is a work of outstanding quality because of its plan, or because of its external or internal treatment of materials, space or details.

(v) It is a typical example of a particular period or land use category (residential, commercial, etc)

(vi) It is the only example, or one of the few remaining examples of its period.

2. Contextual Importance (C)

Context refers to the relationship of a structure to its streetscape or setting. A structure may be deemed to have contextual importance if removal of the structure would damage the setting for one or more of the following reasons:

(i) It forms an essential part of a group of two or more related structures located on the same side of the street, or on opposite sides of the street, or on two or more corners of an intersection.

(ii) It defines or terminates a vista.

(iii) It is a significant landmark or architectural curiosity.

(iv) It is an essential element of an area which was laid out according to the planning principles of its period.

(v) It forms an essential part of a distinctive skyline view.

(vi) The site is in a critical location where ill-considered construction would adversely affect an important complex of structures or damage an important view or vista.

3. Historical Importance (H)

A structure may be included on the Inventory because it is deemed to be of historical importance for one or more of the following reasons:

(i) It is associated with a person or group of persons of local, provincial, national or international importance.

(ii) It is associated with an event or movement or local, provincial, national or international importance.

(iii) It is associated with the history of development of an area. This category would include early structures, such as farm and village houses or churches, now surrounded by urban development.

(iv) It is an early example of the work of an important architect or builder.

(v) It is an early example of a particular land use category or mode of building.

(vi) It has a significant relationship to the social history of the area. Included in this category would be sites used over a period of years as market places, for example.

In addition, a site may be included on the Inventory because it is known or thought to be the location or archaelogical remains of the pre-history or history of an area. For example, included in this category would be the site of an Indian encampment, early pottery works or other early structure.

TORONTO HISTORICAL BOARD
GENERAL OFFICE • STANLEY BARRACKS
TORONTO • CANADA M6K 3C3 • 595-1567

June 18th, 1984

Railway Buildings and Structures on the Toronto Historical Board List as of June 18, 1984

A. DESIGNATED

1. 1121 Yonge Street - C.P. North Toronto Station, 1915-1916, Darling and Pearson, Designated by By-Law No. 526-76, October 13th, 1976.

B. LISTED ON CITY OF TORONTO'S INVENTORY OF BUILDINGS OF ARCHITECTURAL AND HISTORICAL IMPORTANCE

2. 61-75 Front St. West - Union Station, 1913-1920, Ross & Macdonald, Hugh G. Jones, John M. Lyle, on List No. 01, adopted by City Council on June 20th, 1973.

3. 259 Queen's Quay West - former John Street Railway Gate House, formerly at 40 John Street, moved to Harbourfront in 1978, on List No. 01, adopted by City Council on June 20th, 1973.

4. 62-66 Simcoe Street - C.P.R. Express Building, demolished, on List No. 01, adopted by City Council on June 20th, 1973.

5. 1199 Queen St. West - Parkdale Grand Trunk Railway Station, demolished, on List No. 01, adopted by City Council on June 20th, 1973.

6. 11 Old Weston Road - C.P. West Toronto Station, demolished, on List No. 18, adopted by City Council on November 21st, 1977.

7. 100 Front St. West - Royal York Hotel (C.P.), 1924-29, Ross-Macdonald & Ross, Patterson, Townsend & Fish, on List No. 06, adopted by City Council on July 2nd, 1974.

C. IN PROCESS OF BEING LISTED

8. On lands west of Bathurst Street - Cabin D, approved by the Review Committee of the T.H.B. on May 30th, 1984, as part of List No. 55, pending approval by T.H.B. and City Council

9. 1550 St. Clair Avenue West - C.N. St. Clair Station

10. John Street - C.P. Round House, 1928

11. John Street - C.P. Water Tower, 1929

12. John Street - C.P. Coal Loader, 1929

13. 190 Old Weston Road - C.N. Station

14. Bathurst Street Bridge - 1903

For a complete list of all buildings included on the Inventory please see the June, 1984, Sesquicentennial Edition of the City of Toronto's Inventory of Buildings of Architectural and Historical Importance now available.

P.S.:Cabin D approved by Toronto Historical Board on June 20th, 1984

RM/MC:cl

7. BIBLIOGRAPHY

Angus, Fred, "Heritage Lost", CANADIAN RAIL, May-June, 1984.

Armstrong, Fred H., "Update on Railroad Station Preservation", O.H.S. BULLETIN. Summer, 1981.

Barton Myers Associates, "John Street Roundhouse: Railway Interpretive Centre". Prepared for Railway Heritage Committee, 1984

Canada. National Museums, SPECIALIZED MUSEUMS IN CANADA. By Barry Lord, 1977.

_____. Parks Canada, THE EVALUATION OF HISTORIC BUILDINGS. By Harold Kalman, 1980.

Canadian Railway Historical Association, "C.R.H.A. Proposal for the John Street Roundhouse". Prepared by Historica Research Limited, 1983.

City of Toronto. Planning and Development, RAILWAY HERITAGE STUDY IN TORONTO. Prepared by Historica Research Limited, 1983.

_____. _____, RAILWAY LANDS PART II: DEVELOPMENT CONCEPT. 1983.

_____. Toronto Historical Board, ANNUAL REPORT. 1982.

_____. _____, INVENTORY OF BUILDINGS OF ARCHITECTURAL AND HISTORICAL IMPORTANCE. 1983.

Falkner, Ann, WITHOUT OUR PAST? A HANDBOOK FOR THE PRESERVATION OF CANADA'S ARCHITECTURAL HERITAGE. Toronto: Univerity of Toronto, 1977.

Lister, Douglas and Donald, "Toronto Railway Museum Proposal". Submitted to Toronto. Dept. of Planning, n.d.

Marshall, Macklin, Monaghan, "Lower Don River Bicycle Study". Prepared for City of Toronto, Urban Design Group, 1983.

Ontario. Ministry of Citizenship & Culture, GUIDELINES ON THE MAN-MADE HERITAGE COMPONENT OF ENVIRONMENTAL ASSESSMENTS. By John Weiler, 1981.

_____. Ministry of Transport & Communications, ANNUAL REPORT. 1982-1983.

Ontario. Ministry of Transport & Communications and Ministry of Citizenship & Culture, ONTARIO HERITAGE BRIDGE PROGRAM: INFORMATION PACKAGE. 1983.

Railway Research Associates, "Proposals submitted to the City of Toronto Regarding the Planning and Construction of A Railway Museum on Current Railroad Lands". By Harvey W. Elson, February, 1984.

Renaud, Wayne, "A Segment of the Belt Line Railway, An Inventory and Analysis of its Development Potential for Bikeways". Prepared for City of Toronto, Urban Design Group, July, 1982.

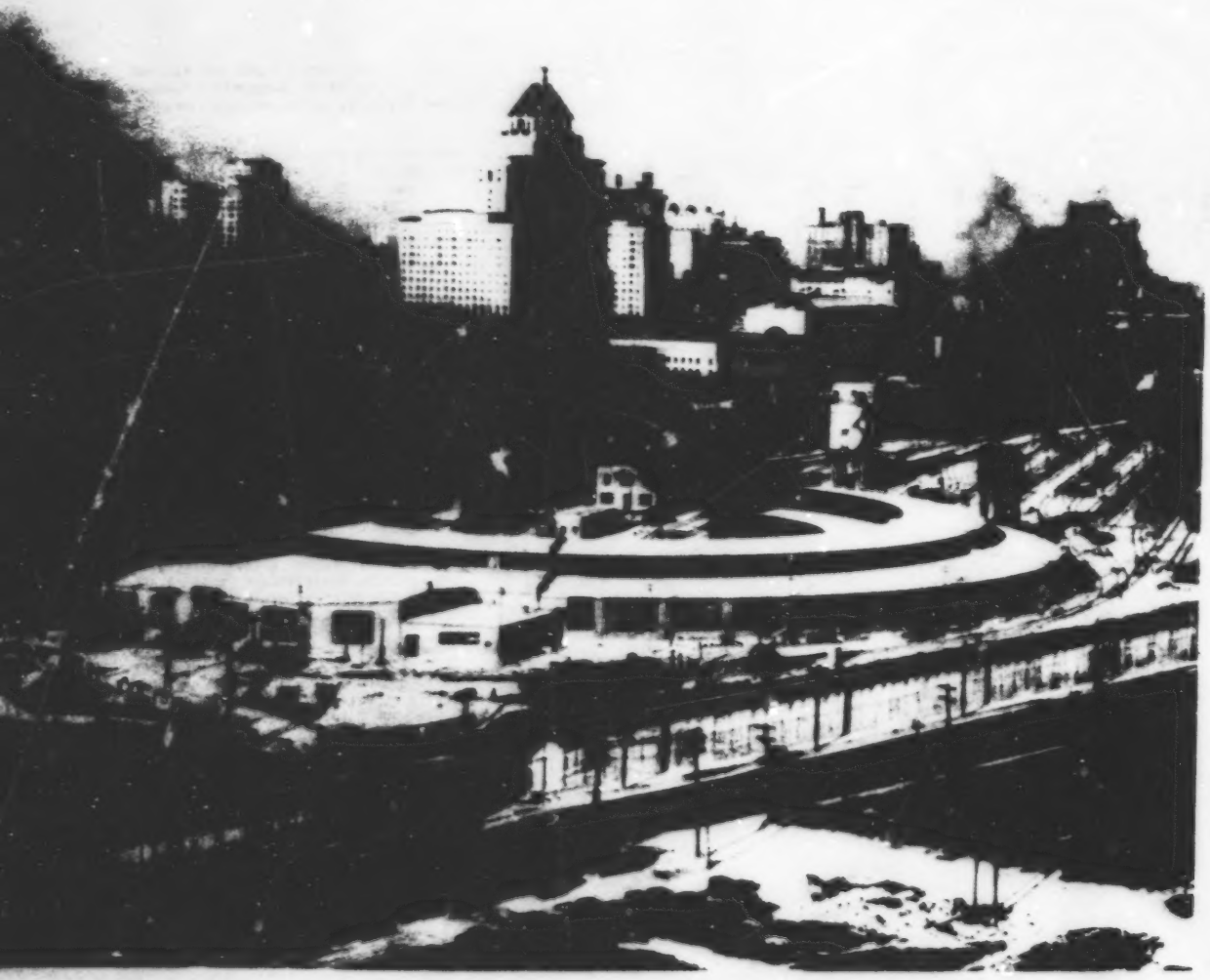
"Save Our Stations", KEYSTONE. Two parts, February, May, 1983.

Urban Design Consultants, "A study of a Transportation Museum at Harbourfront". 1980.

VIA Rail Canada Inc., ANNUAL REPORT. 1983.

White, John H., "The California State Railroad Museum: A Louvre for Locomotives", TECHNOLOGY & CULTURE. October, 1983.

John Street Roundhouse



Railway Interpretive Centre

Barton Myers Associates

Orientation, Sequence and Circulation

In terms of planning, the turntable enclosure gives the project a central organizing space. Visitors would enter the orientation hall first, and then move to the right around the turntable display. The sequence of coatchecking and washrooms are located in stalls 28 to 32.

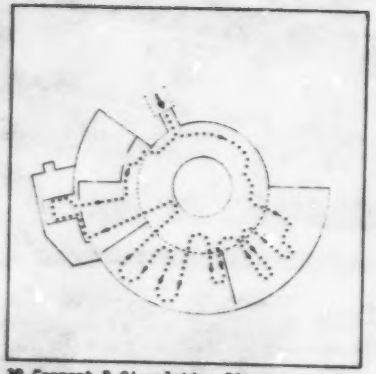
The Orientation Block including introductory exhibits, displays and an audio-visual presentation is organized within the next 5 stalls.

Visitors would return to the central space after experiencing an introduction to the centre and then proceed to explore the didactic displays and rolling stock exhibits organized by thematic content.

Kiosks standing in the turntable enclosure in front of the stall doors would announce the various themes. Visitors could choose to get a quick overview of all of the themes or explore any particular theme in depth over a greater period of time.

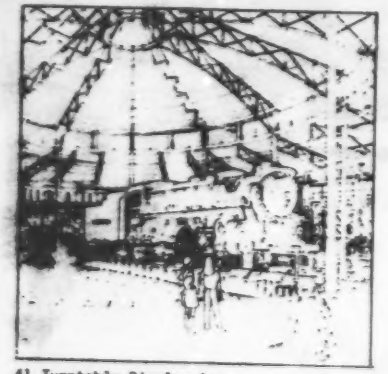
Although the general pattern of circulation provides for a similar pattern of looping routes through the theme exhibits, the turntable enclosure gives the total route a natural extension from the dining car and restaurant, past the cafe area and gift shop to the main entrance and coatcheck area.

The turntable enclosure gives the centre primary circulation space of high amenity and spatial quality.



39 Concept B Circulation Diagram

40 Information Pavilion



41 Turntable Display Area

42 Pavilions Within the Rotunda

The Turntable as a Working Display

The proposed enclosure places the turntable inside the building, making its vital role in the organization of the building apparent. In Concepts A and B, the turntable would continue to function for changing rolling stock exhibits. Within a climate-controlled space, snow accumulation in the pit would no longer be a problem and general maintenance would be easier to perform.

The Turntable as a Place for Special Exhibits

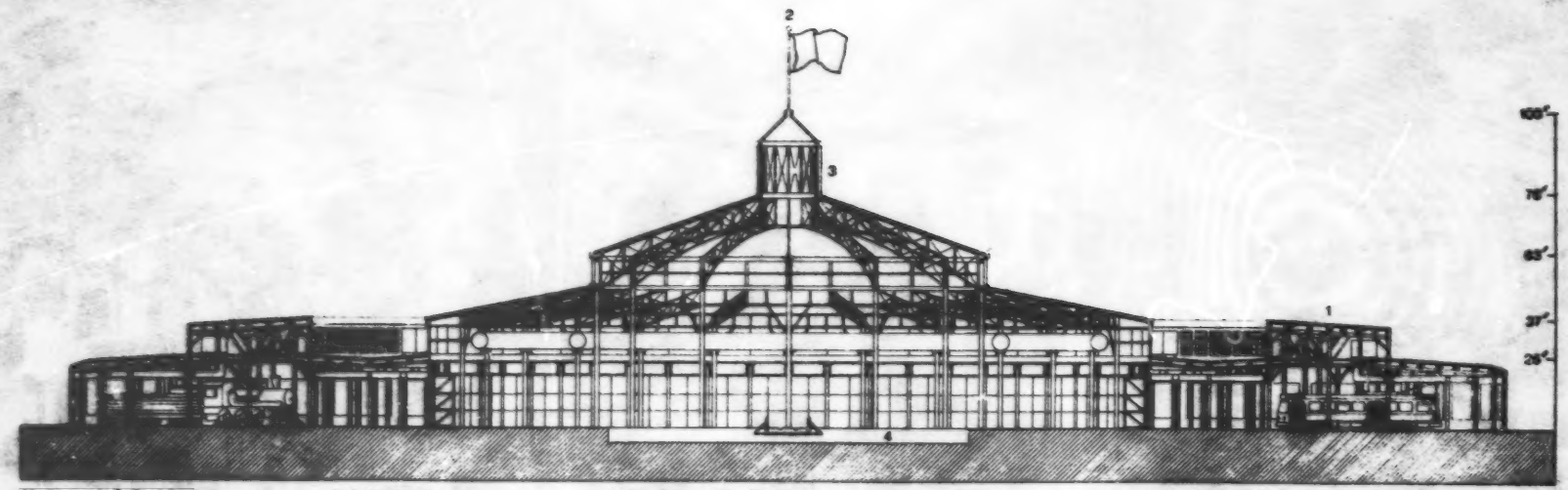
The turntable could be used creatively as a centrepiece for the display of special pieces of rolling stock. Using dramatic lighting, various locomotives could be featured on the table.

Multi-Use Space

The additional floor space provides the kind of large multi-use space that could accommodate special changing exhibitions, conventions and trade shows, large celebrations and gatherings, restaurant/cafe and gift shop areas. The circular hall is also necessary as a generous marshalling area for tour groups. Areas must be provided where whole classes of school children or large groups can casually assemble to review and discuss what they have seen or are about to see.

Organization of Thematic Exhibits

One of the possibilities given by the circular form of the turntable enclosure would be to create a thematic organization of the exhibits building on



48 Concept B Section

1 Existing Roundhouse

2 New Turntable Enclosure

3 Cupola

4 Turntable and Pit

54 The Railway Interpretive Centre Concept B Superimposed on the Existing Context.